

COMMENT #: 11678
DATE: 9/2/21 2:29 PM
SOURCE: Website
NAME: Madeleine Johnson

COMMENT:

Please please do NOT build a gondola!!! It would be awful in the canyon and make our beautiful canyon industrial! People escape the city to the mountains and the gondola will be seen as an eye sore looking at the mountains! Please do not do a gondola or train! Also! The parking structure would be awful! Expand the park and ride but please don't go in people's backyards and build a parking garage!!! The location is awful! Keep our canyons as natural as they can be! When people want to ski they can wait in lines & take the buses!

COMMENT #: 11679
DATE: 9/2/21 2:29 PM
SOURCE: Website
NAME: Sarah Blair

COMMENT:

Hi,

I am a resident of Midvale and I also became a member of the rock climbing community about two years ago. I am concerned about the impact the two proposals (gondola and lane widening) will have on the climbing resources in the canyon. Please do not destroy these wonderful, naturally occurring resources for the benefit of the few (skiers) during a small portion of the year (powder days and the holidays). I myself am a skier and I know the frustration of getting up the canyon on peak days. But I am also a climber and I am willing to carpool take the bus, and chose different days to ski in order to protect the canyon. Thank you.

COMMENT #: 11680
DATE: 9/2/21 2:30 PM
SOURCE: Website
NAME: Marci Curran

COMMENT:

As a Cottonwood Heights resident who lives near [REDACTED], I've been keeping up with the proposals for a couple of years on how to handle the canyon/skiier traffic. Initially I was in favor of the Gondola, but have since heard other perspectives that have given me pause. It seems to me that we should do what we can to preserve the area for residents of the area and Utah first. I would think a Gondola is always an option for the future. Jim Bradley and Mayor Wilson have other ideas. It's too bad we are down to the wire before learning that there might be other ways to address the traffic, but their ideas make sense. Have the current studies really taken these into consideration? Or do those in who benefit from tourism, the developers, and others who stand to make \$\$ from the more "invasive" solutions have a louder microphone? I'm not pointing fingers, but we all know \$\$ and power talk first and loudest.

COMMENT #: 11681
DATE: 9/2/21 2:30 PM
SOURCE: Website
NAME: Doug Metcalf

COMMENT:

Please approve the Gondola plan and also support any train proposals. We need both options up both canyons to reduce pollution and accidents. Buses are just going to create more traffic accident risk in the canyons. We need sophisticated transportation to the mountains, not outdated bus and fee alternatives. Busses are just a bandaid. Let's fix this intellegently.

COMMENT #: 11682
DATE: 9/2/21 2:33 PM
SOURCE: Website
NAME: Katherine Anderson

COMMENT:

I am a second home owner in Big Cottonwood Canyon. I am in agreement with the statement that the BCCA (Big Cottonwood Canyon Association) drafted and presented to you. Whatever you do in LCC will have a huge impact on BCC.

-Please consider tolling as an immediate solution to the heavy traffic problem by encouraging carpools and managing the traffic in the canyon.

-Have a more robust bus system in place for the summer and winter seasons in the canyon

-Do not pave any more in BCC. More pavement encourages more vehicles.

-Put restrictions on parking on the side of the road. Have people pay for parking-it is done in most public areas throughout the US such as beaches, campgrounds, Uinta recreation areas such as Mirror Lake.

-I am opposed to the Gondola in LCC. The fragile Wasatch Mountain range is not like the Swiss Alps. The impact on the environment would be great.

-Enhanced bus service with easy parking and wait lots at the bottom of the canyons are the best solution.

COMMENT #: 11683
DATE: 9/2/21 2:34 PM
SOURCE: Website
NAME: Bob Gallagher

COMMENT:

I'm in favor of adding more buses and adding more parking at the base.

COMMENT #: 11684
DATE: 9/2/21 2:35 PM
SOURCE: Website
NAME: Katherine Bennett

COMMENT:

I grew up at the mouth of this canyon. I've spent many hours skiing, climbing, and hiking in Little Cottonwood. The proposed additions, while helping some issues, will create new problems and destroy so much that is irreplaceable and priceless to Utah and this canyon. I urge those deciding to look at other options that will promote safety and ease traffic while preserving part of what makes this canyon so special.

COMMENT #: 11685
DATE: 9/2/21 2:36 PM
SOURCE: Website
NAME: K W

COMMENT:

I think the gondola is a terrible idea. It will be expensive, ruin the beautiful scenery of the canyon, and only serve the ski resorts. There are many other uses for the canyon; I am a hiker and the gondolas would not help the traffic during the summer months.

COMMENT #: 11686
DATE: 9/2/21 2:36 PM
SOURCE: Website
NAME: Jaclyn Wright

COMMENT:

No gondola, buses can be quickly implemented and don't require destruction of Little Cottonwood canyon.

COMMENT #: 11687
DATE: 9/2/21 2:36 PM
SOURCE: Website
NAME: Mike Wojtczak

COMMENT:

Good day,
Hope this finds you well. Thank you for taking the time to read my comments.

From a high-level, would like to understand why we're only being presented with two high cost/high impact alternatives, as opposed to a phased approach. We'd like to see the details behind the assumptions UDOT is making in the costs (initial and operating) and benefits (capacity) of the two alternatives. We're looking to spend \$500M, (1/2 BILLION DOLLARS?!?) of taxpayer dollars to deal with 15-20 problem days a year, to enrich the ski resorts?

This solution is not going to be used year-round, and looking at proposals, I do not see it being more convenient to local skiers/snowboarders. Obviously this has no real benefit to any of the other sports (climbing, hiking, biking etc) the LCC is used for.

We're told by Snowbird that LCC sees about 7,000 cars a day, someone mentioned as high as 15,000 in one day. If we assume 1.5 people per car, that's about 10,500 to 22,500 people a day. The gondola at 35 people every 2 minutes (which I have trouble believing we can load that efficiently with all the gear people will have, kids, skis, backpacks, coolers etc), that's an estimate of 900 people per hour (even if paperwork says 1050). In 3 hours of the morning, we'll alleviate a fraction of the people at a very high cost. Parking to gondola is capped at 1,500 cars, so that doesn't even get us to that number. The end-user experience will be to park, walk to bus, wait for bus, take bus, wait for gondola, ride gondola. ALL WITH SKI/SNOWBOARD GEAR. How is terrible user experience going to entice people to not drive? And I cannot imagine what the lines for the gondola will be like on the way home.

The bus alternative is more reasonable, but why widen roads right away when we can try and entice a more reliable bus solution and see if people start using it! No need to go to 100% and spend the money if we don't convince people to leave their cars at the base. Make buses reliable and run more often (which both current proposals require), and people will be willing to take them. Bus technology is and will be changing as rapidly as the car industry. Electric and natural gas buses have been here for years. We can reduce emissions and noise and still manage to reduce the numbers in the canyon without any permanent installments or widening a road impacting our watershed. The cost numbers shared for bus alternatives are using today's technology as assumptions. And you can always scale buses up and down.

I don't disagree that a toll up the canyon could entice people to use the bus, however I believe think if we encouraged HOV (3+ people) to go up free, that would encourage carpool and would help reduce the number of cars in canyon, which is the real goal. Offer a parking spot, and people will gladly carpool with others and pick up strangers.

Why not spend some of that gondola/bus money on a police officer to monitor cars going up LCC on snow days, and not allow cars without winter tires up. Rental cars can stay at bottom of canyon and bus. This would reduce further delays and accidents.

Thank you for your time.
-mike, resident of LCC

COMMENT #: 11688
DATE: 9/2/21 2:36 PM
SOURCE: Website
NAME: Paul Gibbons

COMMENT:

Yes, install the Gondola.

COMMENT #: 11689
DATE: 9/2/21 2:39 PM
SOURCE: Website
NAME: Joe Elliott

COMMENT:

Count me among the legion of LCC lovers when I say: anything but the gondola. All other options' environmental impacts pale in comparison to the gondola, which would forever blight views and landscape in the most spectacular canyon directly next to a major city that I've ever seen. I adore Snowbird and Alta resorts, but their interests and wishes should not fall to taxpayers, and nature lovers. Anything but the gondola, please, for the future of the canyon.

COMMENT #: 11690
DATE: 9/2/21 2:39 PM
SOURCE: Website
NAME: Blake Nielson

COMMENT:

LCC is a treasure, and something deserves to be protected for generations. My concerns with the Gondola are that we will permanently change the nature of the canyon in ways that will only benefit some.

I am an avid climber, hiker, and backcountry snowboarder. I'm up LCC weekly. The Gondola does nothing for hikers or climbers, and actually could limit access to hiking and climbing areas.

I'm in favor of optimizing our current infrastructure: roads. Adding a bus lane would do less harm and change the canyon less. We already have a road up the canyon, lets leverage this to fix the traffic problem.

COMMENT #: 11691
DATE: 9/2/21 2:39 PM
SOURCE: Website
NAME: Cole Paradis

COMMENT:

Please consider all outdoor sports before expanding the road or putting in gondola towers. I love going and climbing on the rocks on the north side of the canyon and hiking on the south side, increasing traffic up the canyon for skiers should not come at the expense of other recreational activity enjoyers.

COMMENT #: 11692
DATE: 9/2/21 2:40 PM
SOURCE: Website
NAME: Danielle Alling

COMMENT:

Vehemently against a gondola.
Very against road widening.

Let's start with common sense solutions first. Often the simplest solutions can take us very, very far. Start by adding a tollbooth at the mouth of the canyon. Improve the bus system (including paying the drivers well.) Create systems that incentivize carpooling and public transit.

The goal is to reduce congestion to better allow people to enjoy the canyon. This includes tourists to the ski resorts, yes, but we also need to consider the locals. Locals use the canyons year-round. We recreate in them every day. Tourists are only here for a few days or weeks at a time. We need to make the canyons accessible for everyone, but we need to prioritize local input first and foremost.

Furthermore, UDOT absolutely needs to consider the implications and effects that our climate crisis will have on this project. The chances of this region seeing the same amount of tourism 50 years from now is quite grim -- and we should be making huge efforts to minimize our impact on the environment and reduce our carbon footprint. Spending \$500+ million dollars on either a gondola or road widening does none of those things.

Would you like to hear an alternative solution? One that is simple to manage, benefits the locals as well as the tourists, keeps the canyons beautiful year-round, takes our climate crisis into account, AND costs very little? It is tolling. Improved bus service. Incentivized carpooling and public transit.

The solution is to minimize our impact. The solution is for people to change their behaviors, not to forever change the land. Please, ditch both the gondola and the road widening until we have first considered these low-impact, low-cost, and common-sense solutions first.

COMMENT #: 11693
DATE: 9/2/21 2:42 PM
SOURCE: Website
NAME: David Davis

COMMENT:

I think a gondola is a preferred decision as the road will always be subject to avalanches and congestion. A combination of bus and gondola with auto restrictions sounds ideal. Regarding the gondola is there any community that has not enjoyed a similar transportation model? Meaning after building a gondola has any community not liked it.

COMMENT #: 11694
DATE: 9/2/21 2:43 PM
SOURCE: Website
NAME: Matt Taylor

COMMENT:

I want to state for the record I think the Gondola, enhanced bus service, and development of La Caille are all the wrong approach. I ask UDOT to reconsider all options brought forward and do not move forward with either option. We only have one LCC we can never undo the damage of development. What is the problem we are solving for?

20~ days a year on Powder Days it can take a few hours to go up the canyon.

Why is UDOT solving for a problem that only affects a small percentage of the year and isn't a big deal? What about the other 340 days of the year why are we spending 1BN for something that goes unneeded the vast majority of the year.

Why are the lifts not running during the spring, summer, fall (Except for the tram and peruvian lift)? Is it not in the ski resorts best interest to keep them running and charge for rides? Answer: because there is no demand for it. Do you really think there will be a demand to: Drive to the base station, park, ride in a gondola 30+min then repeat? A reasonable person would not.

Why is the base station at La Caille? Have you seen the traffic patterns on the busy ski days? Where is the traffic? The proposed base station is in the heart of the traffic. If you build a base station in the proposed location, nobody will be able to access it due to the traffic.

Instead move a bus hub to the South Towne Mall, a speaker on the public zoom meeting said that the owners of the mall are open to working with UDOT in creating a bus hub at that location. This makes more sense for tourists and locals to have a location that is already built, tons of parking and multiple avenues to send busses.

The introduction of a Gondola will permanently scar the landscape and our beautiful canyon. The Gondola is a novelty, and it will not be used for 300+ days a year. Have you been to LCC in the summer? There is no traffic, why would someone park and ride a gondola during the summer or ski weekdays? A reasonable person would not.

The Gondola would remove some drivers from the roads. Per Brian Kissmer remarks during the public zoom meeting. The economics of drivers that would take the gondola are then replaced by drivers willing to drive on the road. Thus, we are adding individuals to the ski resorts but no change in traffic.

The ski resorts are obviously biased towards the Gondola for one reason. Profit. They get another avenue to increase daily ticket sales while spending nothing. Any business would love that opportunity for a 1BN taxpayer funded profit increase.

Questions?

Why are we solving an issue that two private ski resorts have created?

Why is the taxpayer paying for the benefit of two private companies?

Have you personally been to the resorts in LCC on a weekday in the prime of Ski season? How long did it take you to get there? What traffic issues did you encounter? I have personally skied hundreds of days and can say that there is no traffic on weekdays. Even weekends the traffic is gone by 11am.

Why is there traffic during the peak season weekends?

- The introduction of the Ikon pass and Mountain Collective pass have greatly increased the traffic to the resorts.
- There is limited supply (resort parking, mountain space, powder, skiable area)
- There is no limit to demand. (Ikon pass, daily ticket sales, season pass)
- This is a problem the ski resorts have created. Why is UDOT even involved? This is not a public issue, this is a private industry issue.

I ask UDOT again, please do not destroy our canyon, please do not expand the road, please do not build a gondola. We can never undo the damage of development to this canyon. We need to preserve not build. This is a private industry created issue. Why are we the taxpayers asked to fix this?

COMMENT #: 11695
DATE: 9/2/21 2:43 PM
SOURCE: Website
NAME: Jaxson Rose

COMMENT:

We do not want a damn gondola. Corporate resorts have enough money. SAVE THE CLIMBING.

COMMENT #: 11696
DATE: 9/2/21 2:44 PM
SOURCE: Website
NAME: Elena Wright

COMMENT:

I appreciate the opportunity to post a comment about the proposed transportation solutions for Little Cottonwood Canyon. Like many others in the community, I firmly believe that the state should conduct a study over the next few years to assess the impact of tolling, enforcing the traction law, and expanding/improving bussing alternatives (free of charge). These simple solutions should be tested prior to adding infrastructure like the gondola or expanding the roads, which would irreversibly damage the state of the canyon and only serve to benefit Alta and Snowbird. Currently, there is no incentive to take the bus at all - it runs at inconvenient times, does not stop at backcountry trailheads, there are no lockers easily available, and there is not a warm space to wait for the bus (like then the canyon had 5+ hours of traffic, and those who took the bus had to wait out in the cold instead of in a warm car). Obviously no one is going to use the bus. There needs to be a toll to disincentive driving, which will help limit congestion as well as limit the environmental impact of having so many cars on the road. The bussing needs to be more frequent and more comfortable as an alternative. Thank you for your consideration.

COMMENT #: 11697
DATE: 9/2/21 2:46 PM
SOURCE: Website
NAME: Lisa Russell

COMMENT:

I support the gondola. As an avid winter sports enthusiast my entire life I have been is several terrifying moments on buses in the winter. Now that I am a mom, I am terrified of the idea of putting my little one unrestrained on a bus in winter driving conditions in the canyon. I think the gondola is also as unique as Utah and would provide an unmatched experience in the US. Lets get as far away from our dependence on fossil fuel as possible.

Thanks you,
Lisa

COMMENT #: 11698
DATE: 9/2/21 2:46 PM
SOURCE: Website
NAME: Peter May

COMMENT:

I support the gondola alternative up Little Cottonwood Canyon. Sitting in slow moving traffic in the mornings is just terrible. This deters skiers like me from coming to SLC. Gondola rides from the valley below, up to the ski areas in Europe are a true delight. Travelling quietly through the magnificent scenery is a highlight of the day. No fumes. No frustration. Not cramped on a bus.

COMMENT #: 11699
DATE: 9/2/21 2:47 PM
SOURCE: Website
NAME: Erkki Maripuu

COMMENT:

Hello,

I would like to say that the idea of building a gondola is not the best. It will visually be disturbing and it would only serve the interest of the ski resorts and not the general public. I feel that the best short term solution would be widening the roads and increase the bus service but this would only be a short term solution. I would like to add that the best long term solution would be to build a rail road where train schedules could be adjusted depending on the needs and it would have less visual effect on the landscape than some pod's hanging in the air. It would look like picturesque Alps with little red trains.

Thank you.

COMMENT #: 11700
DATE: 9/2/21 2:48 PM
SOURCE: Website
NAME: Colleen Nipkow

COMMENT:

To Whom It May Concern:

In choosing between the two options, the enhanced bus option is my preference. More frequent buses with more park-and-ride locations, along with direct buses to Alta and direct to Snowbird should be implemented immediately. There should also be priority lanes for the buses going up and down the canyons in traffic. Making it easier, faster and less expensive to take the bus than drive is the only thing that will get people out of their cars.

What about BCC? The bus option should be implemented there as well.

And what about early buses that offer stops at trailheads for backcountry skiers/riders/hikers and later buses for people who want to stay at the resort for dinner, or employees who work late? Has this been considered?

UDOT and the ski resorts should also enforce the traction law at the mouth of the canyons. There were plenty of times last winter when I saw an attempt to enforce this, only to see the person walk away and let tons of cars up the canyon, which later caused problems driving down. This should also be enforced every day in the winter, not just snowy mornings, as the drive down can be treacherous when people don't have proper traction on their vehicles.

I also urge you to offer more buses year-round. We all know our canyons are much more crowded than they used to be in the summer, especially on weekends and holidays.

In regards to widening Wasatch Boulevard, is that really necessary? This project should start immediately this coming winter with more buses and more park-and-ride locations and then decide if widening any roads is truly necessary.

I am against the gondola alternative for the following reasons:

- The fact that over 100 iconic climbing boulders will be impacted by the gondola
- That current views will be blocked by towers and cables
- The noise of the machinery will forever ruin the peace of hiking and backcountry skiing/riding in the canyon
- There are no plans for trailhead stops in the canyon with the gondola - only stopping at Snowbird and Alta. This does not benefit all canyon users, only resort patrons.
- The fact that there are only 1,500 parking spots at the La Caille station. While there are plans for buses to get people there, this is not convenient and therefore when someone shows up to find the lot full, they will just drive up the canyon.
- That the gondola will only run during the ski season. What about the traffic problems in the summer?
- What will it cost to ride the gondola? What will the hours be? Will it accommodate early-morning skiers and hikers and people who want to stay for dinner?

In conclusion, the main benefactors of this publicly funded gondola will be privately-owned businesses. This makes no sense and therefore the enhanced bus service in both Little and Big Cottonwood Canyons (year-round as well) gets my vote.

Thank you.

COMMENT #: 11701
DATE: 9/2/21 2:49 PM
SOURCE: Website
NAME: Tyler Schon

COMMENT:

Pleeeeeease don't expand the road into the boulders at Little Cottonwood Canyon. This is the climbing capital of the country where the Olympic team trains and that's like the number one convenient and awesome bouldering spot in the area. You would be significantly damaging the climbing community in SLC as well as economic growth prospects for the city since a large proportion of people coming into the city are incentivized by the climbing here.

COMMENT #: 11702
DATE: 9/2/21 2:51 PM
SOURCE: Website
NAME: Gee Woon Loh

COMMENT:

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we 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. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation
- Tolling to manage canyon capacity
- Reduced or free bus ticket prices on busy weekends
- Increased funding to support more buses
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd
- Shuttles vans to transport dispersed recreation users to trailheads
- Express bus and shuttle routes that deliver people directly to their destination
- Optimized ski resort navigation to reduce resort congestion
- Traffic controls
- Double stacking
- Managed- and reversible-lane alternatives

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. Increased capacity will also inevitably lead to increased ski resort expansion pressures. I am against any future ski resort expansion outside of their current footprints.

COMMENT #: 11703
DATE: 9/2/21 2:51 PM
SOURCE: Website
NAME: Chelsea Moore

COMMENT:

This actually look amazing. We brought a 30-person ski trip to Utah 2 years ago. We got 3-day passes to Snowbird, but quickly found parking to be an issue. And the 2-hour drive to go all of 20 miles over the weekend... yikes! It was actually way better and faster going to Powder Mountain, even though it was much further mileage-wise. So a gondola would make SUCH a difference for groups coming to the area.

COMMENT #: 11704
DATE: 9/2/21 2:52 PM
SOURCE: Website
NAME: Kenneth Ashby

COMMENT:

Please consider a Train line up the canyon

COMMENT #: 11705
DATE: 9/2/21 2:52 PM
SOURCE: Website
NAME: Anna Turner

COMMENT:

I do not support either option put forth by UDOT. Both the gondola and road widening have impacts on the canyon that are far beyond what has been closely examined, including a capacity study. Both options are DRASTIC measures that could significantly damage the natural beauty of Little Cottonwood Canyon, and also not solve the main issue, which is canyon traffic. Furthermore, canyon traffic is ONLY bad on a handful of days in the winter. As a climber and skier, I don't believe that the damage to the canyon (i.e. watershed and the ~100 boulders that would be destroyed) outweigh the benefit of being able to "maybe" see an increase in time to arrive at the resort.

If we must choose between the lesser of 2 evils, I believe that road widening is a significantly more viable option for LCC. Widening the road and increasing public transportation, in concurrence with tolling and incentives for bus riders, has the potential to help relieve the traffic issues the canyon is facing during the winter.

I DO NOT SUPPORT THE GONDOLA OPTION IN ANY WAY. As a skier and a climber who spends 80% of my time in Little Cottonwood Canyon, the gondola has negative impact on the land and the canyon. The gondola WILL NOT REDUCE TRAFFIC and will only have a negative impact on the beauty of the canyon. It will RUIN Little Cottonwood Canyon as we know it to benefit only the 2 resorts, pushing aside locals opinions. The gondola will become an attraction and could actually increase people in the canyon.

Furthermore, neither option considers other recreationalists that use Little Cottonwood Canyon aside from skiers and snowboarders at the LCC resorts. Both options IGNORE backcountry users and will not alleviate traffic to other areas of the canyon.

I believe UDOT should exhaust all other options before considering the 2 options put before the public, including increased bus schedules, tolling, and stricter enforcement of traction law (I was a part of the traction program last year and never once got stopped to check my sticker).

PLEASE CONSIDER LESS DESTRUCTIVE OPTIONS FOR LCC. THE TWO PROPOSED OPTIONS (in particular the gondola) WILL RUIN LITTLE COTTONWOOD FOR CLIMBERS, SKIERS, BIRD WATCHERS, HIKERS, SNOWSHOEERS, RUNNERS, VISITORS and LOCALS alike. PLEASE HELP PROTECT ONE OF THE THINGS THAT MAKES SLC SUCH AN AMAZING PLACE TO LIVE.

COMMENT #: 11706
DATE: 9/2/21 2:53 PM
SOURCE: Website
NAME: Keegan McCaffrey

COMMENT:

I would support the gondola option if the ski resorts have to pay the the majority of the associated costs and people could still get into the canyon for a reasonable price. I think in this scenario resort skiers should not be allowed to use the road.

COMMENT #: 11707
DATE: 9/2/21 2:54 PM
SOURCE: Website
NAME: Brita Ulf

COMMENT:

I'm writing to urge you to consider options that are less impactful to both our budget and the natural beauty of Little Cottonwood Canyon. I do NOT support the construction of a gondola. We need to explore and test options such as tolls, carpooling incentives, and expanded bus service. Spending billions of dollars on a "solution" that would permanently alter our canyon and primarily serve industry before people would be a tragedy.

In the past two years especially, nature has become a refuge for those of us seeking peace, beauty, personal challenge, and connection. It's so important that we continue to preserve these natural resources that are such a draw to the Salt Lake and Wasatch regions.

Please - NO GONDOLA. Please seriously consider and test every less impactful option. It would be such a disgrace to be the generation that ruined Little Cottonwood Canyon for the rest of history.

COMMENT #: 11708
DATE: 9/2/21 2:55 PM
SOURCE: Website
NAME: Patrick Wilson

COMMENT:

Expanding roads and damaging is roadside features like boulders would permanently harm the canyon. Exploring less destructive options that ensure continued access to the great climbing should be a priority. Making bus-service faster and easier, as well as further encouraging carpooling should be implemented before anything that permanently alters the character and access of the canyon.

COMMENT #: 11709
DATE: 9/2/21 2:56 PM
SOURCE: Website
NAME: Kyle Mills

COMMENT:

I support the Gondola.

COMMENT #: 11710
DATE: 9/2/21 2:57 PM
SOURCE: Website
NAME: Flavia Lopez

COMMENT:

Pro train

COMMENT #: 11711
DATE: 9/2/21 2:57 PM
SOURCE: Website
NAME: Stephanie Kagen

COMMENT:

I don't believe a Gondola or expanding the road will work for our problem. What is our problem? Over crowding? Parking? Create parking structures at multiple points throughout i80 & SLC & Sandy & create an incentive for bus riding. Putting a fee on car use will only discriminate & act negatively on people who cannot afford recreation outdoors & shouldn't be punished. Create more buses & parking. Increase bus usage time- more frequently used.

COMMENT #: 11712
DATE: 9/2/21 2:59 PM
SOURCE: Website
NAME: Willi Trienekens

COMMENT:

I support the Gondola solution.

COMMENT #: 11713
DATE: 9/2/21 3:01 PM
SOURCE: Website
NAME: Daniel Hoechst

COMMENT:

Neither option presented by UDOT considers the entire canyon. While they might be the "best" options from the views of the ski resorts, they don't consider the impact to recreation and view shed in the remainder of the canyon. Both the gondola and road widening impact climbing options in the canyon. Neither really address access to other areas of the canyon for backcountry skiing and other recreation options.

Traffic isn't just a problem in the canyon. Bringing vehicles to big central lots at the mouth of the canyon will cause more traffic problems on Wasatch. The I-215 exit at 6200S can be a huge traffic snarl already. You should be building satellite lots that all have bus service so we don't have to drive so close to the mouth of the canyon. In addition, you should consider alternatives to reducing personal vehicle traffic up the canyon. Strategies such as tolls, carpool (3+ occupants), and bus only times can improve the experience for everyone.

COMMENT #: 11714
DATE: 9/2/21 3:01 PM
SOURCE: Website
NAME: Gwen Crist

COMMENT:

Neither of your proposed alternatives are good! They both create huge environmental impact to the canyon, they do not address the real issues, and they are give-aways to the ski industry. They both cost far too much and there are alternatives that do not cost this much. Taxpayers should not be subsidizing the ski industry. Both of these alternatives will contribute to additional pollution in our drinking water supply, will reduce and dramatically impact the total recreational opportunities in the canyon by favoring only one - the ski industry. Climbing, camping, picnicking, and many other activities will be irreparably harmed. Wasatch Boulevard will be expanded into a dangerous highway, fracturing neighborhoods and impacting wildlife as well as the quality of life in this area. These alternatives represent an abuse of public lands and of the public trust. Please look at other alternatives, such as shuttles, fees for cars, carpooling, timed buses, etc. Smart Bus Transit is scalable, requires phased implementation (reducing the impacts over time), is flexible and all-season. In this time of extreme drought, we should put all our efforts toward preserving our watershed and not toward short-term gain by one industry.

COMMENT #: 11715
DATE: 9/2/21 3:03 PM
SOURCE: Website
NAME: Colby Child

COMMENT:

Of the two preferred alternatives, I believe that the enhanced bus service option makes far more sense. It is much cheaper, offers faster travel times, and is less environmentally damaging. The Gondola seems overly expensive, unnecessary, slow, and would mean a drastic change in the view-scape. As a user of the canyons, all I need to stop taking a vehicle up is way more parking at the base of the canyons and more busses. If I have to park on the street a half mile away from the park n ride station and then wait to fit inside a packed bus with standing room only then I'd way rather drive my car up the canyon. This is a problem solved with a lot less money than a gondola that may not even solve the problem.

COMMENT #: 11716
DATE: 9/2/21 3:03 PM
SOURCE: Website
NAME: Karli Maynes

COMMENT:

We need to implement other options before raping LCC's beauty with a gondola or wider roads. There are better options.

COMMENT #: 11717
DATE: 9/2/21 3:06 PM
SOURCE: Website
NAME: Brad Saiki

COMMENT:

This is bad for the state, bad for the environment, bad all around. We should never allow it and never approve it.

COMMENT #: 11718
DATE: 9/2/21 3:07 PM
SOURCE: Website
NAME: Eva Lopez

COMMENT:

I support the proposed gondola expansion. We need to prepare our canyons for the vitality and impact it will have on future generations. The bus routes or expansion of canyons only increases the problem we are trying to solve. We must look towards other methods and tools that decrease congestion, eliminate human presence directly on the canyon ground and to help folks access our resorts in a sustainable manner, all while keeping our world class resorts accessible. As a latina with minimal access to the outdoors, this solution helps create space for my community to access these recreational canyons with infrastructure that will last generations to come.

COMMENT #: 11719
DATE: 9/2/21 3:08 PM
SOURCE: Website
NAME: Elizabeth Kinne

COMMENT:

I am vehemently opposed to the two preferred alternatives as put forward by UDOT and other special interests. There are so many other tactics that could be deployed in order to address the traffic issues that only seem to be a problem for a limited amount of days throughout the year.

Why would we ever destroy the scenic and ecological value that LCC currently has to offer? The gondola option is a terrible idea in terms of environmental impacts because service roads would need to be cut into an already degraded watershed for each of the 22 towers. The tower footprint is huge. We must realize that this canyon has a carrying capacity and be respectful of its limitations. Increasing accessibility shouldn't be the end game here, instead it should be watershed conservation.

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I'm advocating that we first adequately fund programs and resources that leverage the existing infrastructure LCC already has in place. Traffic and congestion issues don't necessarily need to be resolved. They are what they are, given the capacity of the canyon.

I am in favor of:

- Implementing a Tolling System now
- Enforcing traction rules!!! I can't tell you how many times I've tried to get up the canyon only to be horrified by the endless number of vehicles off the road and blocking traffic due to the fact that they were not compliant with the simple traction requirements
- Increased funding to support more busses for both BCC and LCC
- Reduced or free bus ticket prices on busy weekends
- Express bus routes from locations all across the valley, connecting the busses that go up the canyon to TRAX, and including trailheads as drop-off locations, not just the ski resorts.
- Restrict single occupancy vehicles on holidays and weekends.

There are so many affordable and simple solutions that could be enacted now to help address the traffic and congestion issues that we only experience for 30-50 days per year.

COMMENT #: 11721
DATE: 9/2/21 3:16 PM
SOURCE: Website
NAME: Janet Johnson

COMMENT:

"My ancestors settled this valley, skied here before the resorts, and started LaCallie. They, and my family are sick at the horrific thought of a gondola. The visual, environmental and cultural impacts are absolutely unacceptable and offensive to all we stand for as Utahians. Bus at best, cap limits at ski areas instead!!! Do not destroy this beautiful area for rich and greedy!

COMMENT #: 11722
DATE: 9/2/21 3:17 PM
SOURCE: Website
NAME: Julia Disney

COMMENT:

As a resident of Salt Lake City and a lover of LCC (my husband and I got married in Alta), I think it is a very rash decision to widen the canyon road or place a gondola when less destructive options have not yet been given a chance. Tolling to encourage carpooling and to increase bus ridership should absolutely be utilized first in an effort to avoid permanent destruction. Widening the road in particular will only lead people to think, "Oh the road is wider, more cars can drive up the canyon," leading to further increased traffic. I have been an avid rider of the ski bus for the past few winters and feel that increased use of the bus is not only less destructive to the canyon, but also will reduce air pollution due to cars sitting in the snake up to the resorts and will also reduce road accidents with fewer cars driving up snowy, winding roads. I hope you will pursue the options that have less impact on the geography and will also be better for our air quality and safety overall.

COMMENT #: 11723
DATE: 9/2/21 3:17 PM
SOURCE: Website
NAME: Lindsay Minck

COMMENT:

The issue with transportation in the Little Cottonwood Canyon is worthy of a lengthy study and discussion. I appreciate the number of options that were identified and the extension of the review period. Although the gondola may work for other locations, I don't see it as a flexible, practical or cost effective option for the LCC. In theory and on paper it may provide benefits, but I think that in actual operation the usage will not attain the results required for the expensive endeavor. I think the addition of parking lots for encouraging carpooling is a very good idea. It has been proven over the past few years (pre-covid) that carpooling and bussing is increasing in usage. I would also support any and all efforts to provide more regulation within the canyon. Whether this is done through fees, inspections or other means.

I hope that the future of our canyon is one of preservation and not degradation. The growth in this area is outstanding and the future of this region relies heavily on the watersheds of LCC and BCC and if we introduce more and more people into this area then we are straining our natural resources. Lets face it, people are not all respectfully leaving no trace. There needs to be balance in a solution to the transportation issues along with flexibility for future growth or future decline. I am not in favor of the gondola option and I think it will ruin the natural beauty of our canyon, spend money that could be used better in other areas (construction and long term maintenance) and will not function in a way that is useful all year to all people in the canyon.

Thank you for offering comments and taking into consideration all points of view.
The canyon is not about the ski resorts.

COMMENT #: 11724
DATE: 9/2/21 3:17 PM
SOURCE: Website
NAME: Ignacio Herbstein

COMMENT:

I do not agree with the proposed options for LCC. The beauty of the canyon will be severely disturbed with this kind of invasive construction. Damaging the spaces we use for recreation just to get more people on the slopes in an already too crowded scenario makes no sense. Let's explore public transport options or even a toll at bottom of the canyon. Please consider some lesser invasive options.

COMMENT #: 11725
DATE: 9/2/21 3:17 PM
SOURCE: Website
NAME: Abby Baka

COMMENT:

While it is apparent that transportation improvements are necessary in Little Cottonwood Canyon, it is essential that these transportation improvements do not impact the outdoor resources that they seek to improve access to. There is no point in expanding access to the canyon if the activity areas that people wish to access will be destroyed by the transportation infrastructure. I personally am invested in the climbing and bouldering areas in the canyon. Salt Lake Climbers Alliance estimates that 64 boulders and 273 bouldering problems will be destroyed by the proposed UDOT expansion. The very rocks that people are trying to access will be destroyed by proposed access infrastructure. Please do not allow this to happen. Areas important for other outdoor activities are no doubt threatened by the expansion as well. Please seek expert advice on how to improve access to the canyon without destroying the natural areas for which the canyon is valued. Outdoor areas and adventure sports are central to Utah's culture and appeal. Public projects that destroy natural areas run counter to this essential aspect of the state's culture.

Sincerely,
Abby Baka

COMMENT #: 11726
DATE: 9/2/21 3:18 PM
SOURCE: Website
NAME: David Robinson

COMMENT:

Interesting that although the Alta Bypass Road is included in the Purpose and Need statement, it is never mentioned again. It plays an important role in the Safety, Reliability and Mobility of traffic in the canyon when the main line under Superior is restricted. Issues on the Bypass Road are well known to users, businesses, and agencies. The only time avalanche mitigation under Superior is addressed is in the now discarded Cog Rail proposal, and that consisted of a snow shed protecting only the rail line. Avalanche mitigation measures to reduce the number, and duration of main line Highway 210 restrictions should be an active part of this Transportation Project.

COMMENT #: 11727
DATE: 9/2/21 3:22 PM
SOURCE: Website
NAME: Samantha Blume

COMMENT:

What happens to gondola when there's a fire in the canyon, an earthquake in the valley or at the fault line below lcc, landslides (like last week, where debris was 15 ft high) that hit the gondola towers, or high winds? What happens when the infrastructure is dependent on the gondola and thousands of people are up the canyon and the gondola can't run? The resorts are already too crowded. You really want more people? Why won't they do a capacity study? Who is giving you money to say this nonsense? It is obvious that this is not logical and not what the citizens want. Please don't destroy this canyon for the ski industry. @skiutah what about those who use the canyon for anything else? I snowboard, should my tax payer dollars support @altaskiarea lots of people don't use the canyon, should they pay?? How can it be better for the water to construct in the canyon when they cannot mine and my dog cannot use this space? Please do not build the gondola nor the widened lanes. Please do not ruin this canyon forever to benefit the ski resorts. Please listen to the public outcry and consider other options!!!!

COMMENT #: 11728
DATE: 9/2/21 3:22 PM
SOURCE: Website
NAME: Davin Grapentine

COMMENT:

I am most in favor of the enhanced bus with no roadway widening option. I believe that this option provides the best long term transportation solution and will also be the least expensive, quickest to implement and will have the least environmental impact. Not allowing cars in the canyons during peak periods will eliminate the need to widen the road for a dedicated bus lane. If a bus only system works at Zion National Park that sees many more visitors we shouldn't have any trouble making it work in the Cottonwood Canyons. Additionally the gondola and cog rail options only focus on transportation to Snowbird and Alta. What about Big Cottonwood and the numerous summer and winter trailheads in both canyons? Anyone that spends any time in the canyons knows that we need a year-round transposition solution that serves all trailhead locations and not just the ski resorts. Any solution needs to involve simultaneously increasing public transportation to all locations that people need to go while making it more difficult/more expensive to use personal vehicles. We need a solution now. Not a project that will take years of construction and will cause devastating irreversible environment impact and doesn't even solve the problem.

COMMENT #: 11729
DATE: 9/2/21 3:23 PM
SOURCE: Website
NAME: Kay Heravi

COMMENT:

It seems to me that improving the Canyon road will help everyone who commute up and down that road for any reason all year round. While Godola can only help the skiers and riders during the skiing season probably.

COMMENT #: 11730
DATE: 9/2/21 3:23 PM
SOURCE: Website
NAME: Seth Brothers

COMMENT:

We need a train that connects from the TRAX into the cottonwood canyon.

COMMENT #: 11731
DATE: 9/2/21 3:23 PM
SOURCE: Website
NAME: Samantha Blume

COMMENT:

What happens to gondola when there's a fire in the canyon, an earthquake in the valley or at the fault line below lcc, landslides (like last week, where debris was 15 ft high) that hit the gondola towers, or high winds? What happens when the infrastructure is dependent on the gondola and thousands of people are up the canyon and the gondola can't run? The resorts are already too crowded. You really want more people? Why won't they do a capacity study? Who is giving you money to say this nonsense? It is obvious that this is not logical and not what the citizens want. Please don't destroy this canyon for the ski industry. @skiutah what about those who use the canyon for anything else? I snowboard, should my tax payer dollars support @altaskiarea lots of people don't use the canyon, should they pay?? How can it be better for the water to construct in the canyon when they cannot mine and my dog cannot use this space? Please do not build the gondola nor the widened lanes. Please do not ruin this canyon forever to benefit the ski resorts. Please listen to the public outcry and consider other options!!!! "

COMMENT #: 11732
DATE: 9/2/21 3:24 PM
SOURCE: Website
NAME: John McClain V

COMMENT:

The canyon is beautiful PLEASE do not muddy up the whole cliffside for a bigger highway, a Gondola is way better for the environment and a parking garage could be built at the bottom, it would allow for more revenue to the resorts as well as keep the canyon free from larger construction

COMMENT #: 11733
DATE: 9/2/21 3:25 PM
SOURCE: Website
NAME: Sean Tropsa

COMMENT:

As a relatively "new" wasatch local of 7 years, i have always been drawn to the beauty of Little Cottonwood, whether it be trail running, skiing, climbing, or most recently, helping others as a part of SLCO Search and Rescue. I am an avid user of the canyon both winter and summer. In my opinion it would be a shame to industrialize the canyon with a gondola looking specifically to serve a very specific user set in winter with the hopes of summer users as well.

In my opinion, as a current ski bus user, i think we should put a concerted effort into making a more efficient and user friendly bus system prior to making any major infrastructure changes to the beautiful canyon. The current ski bus has continually and gradually been scaled back since i first began using it back in 2015. I think the most responsible and cost friendly option would be to put our efforts into making the bus work (with possible tolling on busy days) prior to spending half a billion dollars on an infrastructure plan that many locals will not take and would only serve a specific subset of the broader LCC user group.

Putting it clearly, in order, it is my opinion as a local and a heavy user of the canyon, i think we should put our efforts in to making an efficient and user friendly bus system for winter AND summer users, with direct busses to Snowbird/Alta in winter plus more stops for backcountry users in winter and summer. This should happen BEFORE any major infrastructure projects are undertaken.

If this non-infrastructure option is deemed undesirable because we absolutely need to spend half a billion in tax payer dollars, we should make an effort to widen the road as this will have the largest benefit for the broadest audience, including summer cyclists who can use the spare lane in the summer months, and expedited bus traffic using the swing lane in winter.

I believe the gondola is the least desirable option. It is frustrating that this is also, by FAR, the most widely advertised option as a private company would be responsible for this project. It is also my opinion that the gondola option, which is the most expensive, is also the most likely option to vastly exceed the initial budget as the numbers seem artificially low for something that has never been built anywhere else in the world. I also believe that all of the locals adamantly for the gondola will likely use it once or twice, and then push use for "tourists" as a tourist attraction, in which case the gondola will completely miss its mark and not see the road reduction that is desired (it is also the slowest option with the most transfers).

In short, we should make an effort to increase bussing efficiency prior to any infrastructure projects (maybe make the busses a bit greener also with CNG or electric busses). We should definitely not be persuing the gondola as this is the most pushed by special interests, is the most likely to exhibit cost overruns, the least known option (nothing like that exists anywhere else), serves the least user interests (specifically looks to only server users of ski resorts), is the most expensive from an infrastructure view AND from a usership view, the slowest option, has the largest impact on the viewshed of the canyon, and is the most likely to fail in terms of the goal of getting users off the road.

Please take heed of locals who live directly at the base of the canyon (i am one of them), keep non ski-area users in mind (as well as low income users who frequent the canyon in summer) and start with the most do-able and known option of making a concerted effort to have an efficient and effective bussing system.

Thank you for the hard work in trying to solve a very difficult and heated problem and taking the view of those who will use it into account, the work is definitely appreciated.

COMMENT #: 11734
DATE: 9/2/21 3:25 PM
SOURCE: Website
NAME: Earl Smith

COMMENT:

The citizens of salt lake city and other do NOT want either preferred alternative. You have already wasted 65\$ million dollars to come up with these terrible ideas. Please use a phased approach. Neither the gondola nor the widened lanes are good for our water or our environment. Neither can fix the issue this winter. You have not fairly evaluated the environmental impact of the bus, as technology will change, nor the gondola as you calculated based on a different power grid than that which is currently available and excluded the fact that it runs during the summer. This is unfair and unjust. DO NOT BUILD IN LITTLE COTTONWOOD CANYON!!!!!!

COMMENT #: 11735
DATE: 9/2/21 3:25 PM
SOURCE: Website
NAME: Nancy Seamons

COMMENT:

I am in favor on installing a gondola in Little Cottonwood Canyon.

COMMENT #: 11736
DATE: 9/2/21 3:26 PM
SOURCE: Website
NAME: Sarah McNurlin

COMMENT:

We should do the least disruptive thing first. Adding a gondola will ruin views for all those who enjoy the mountains. The gondola will impact local climbing spots and access to outdoor recreation. We need to preserve all aspects of our canyons, not just those for the skiers. I am absolutely against the adding of a gondola.

COMMENT #: 11737
DATE: 9/2/21 3:28 PM
SOURCE: Website
NAME: Fred Johnson

COMMENT:

Neither preferred alternative will really solve the problem. Both only transport about 1000 people per hour during the early morning time period prior to when the lifts open when thousands want to get to the two resorts, each resort with lifts having uphill capacities of many thousands of skiers per hour. These alternatives might ease the parking problems up the canyon, but they don't solve the fundamental problem "mass" transit should try to solve.

COMMENT #: 11738
DATE: 9/2/21 3:28 PM
SOURCE: Website
NAME: Nila Haertel

COMMENT:

Go back to the drawing board. The gondola is an outrageous expenditure to benefit 2 businesses. Not to mention that it destroys the grandeur of the canyon. Buses are better. But let's stop and review all possibilities....tolling, car pool incentives, limiting skiers. Again, why are taxpayer funds being used to support Alta and Snwbird.... And, I'm a skier."

COMMENT #: 11739
DATE: 9/2/21 3:28 PM
SOURCE: Website
NAME: Cara Lingstuyt

COMMENT:

More work needs to be done. Both the bus and gondola options will cause irreparable damage. I'm against both.

COMMENT #: 11740
DATE: 9/2/21 3:28 PM
SOURCE: Website
NAME: George Harrison

COMMENT:

PLEASE DO NOT BUILD IN LITTLE COTTONWOOD CANYON. This place is sacred. There are serious flaws pointed out by WBA and SOC with your plans. Please use a phased approach and save this space. Please listen to us citizens who do not want to see your ideas implemented in the canyon. No amount of money can repair the damage you will cause to the trust of your citizens when you decide to go against our pleas and build in the canyon! SNOWBIRD AND ALTA are corrupting your minds to have you build this. You do not accurately assess the impact of natural disasters such as this <https://www.sltrib.com/news/politics/2019/08/16/little-cottonwood-canyon/> what happens if this slide hits the gondola tower? Listen to us please and DO NOT CONSTRUCT IN LITTLE COTTONWOOD!

COMMENT #: 11741
DATE: 9/2/21 3:28 PM
SOURCE: Website
NAME: Justin Hampshire

COMMENT:

I support the gondola

COMMENT #: 11742
DATE: 9/2/21 3:29 PM
SOURCE: Website
NAME: Marypat Paxton

COMMENT:

>Would like to see the Traction Law in effect on EVERY day from Nov 15th to Apr 30th.
>Would like to have effective ENFORCEMENT & fines for violation of the Traction Law
>Do not see a need to change anything about LCC roadways unless Alta & Snowbird are increasing their acreage. Both resorts are already too crowded.
>If any bus service expansion, must have DIRECT BUS FOR ALTA.
>What would travel time look like IF TRACTION LAW was strictly enforced + SNOW SHEDS were built? Is it possible to introduce both of these before deciding to destroy trees, vegetation & impacting the wildlife in LCC?
Thank you

COMMENT #: 11743
DATE: 9/2/21 3:29 PM
SOURCE: Website
NAME: Abe Washington

COMMENT:

Please do not implement either of your preferred alternatives. Use a phased approach starting this winter!!!! Add busses, toll the road, build mobility hubs and enforce the traction law. it will be shameful if you build in the canyon and the citizens of this place will never ever forgive you. I will leave and never come back. You will forever be at fault for ruining this sacred place.

COMMENT #: 11744
DATE: 9/2/21 3:29 PM
SOURCE: Website
NAME: Claire Parsons

COMMENT:

There is no doubt that we are witnessing a massive increase in volume throughout LCC and greater SLC. The Wasatch is an area of not only 2,000+ species of plants and wildlife, but it is also home to our watershed. This screams "conservation of the land"! With the increase of anthropogenic engagement, we have all established that we need to find a solution to the congestion and traffic issues in the canyon. The solution has to be full proof - one that serves not only those who use it but also one that keeps the environment intact. Both suggested alternatives will not solve your issue of traffic. A gondola will serve a small populous while dumping cash into the pockets of successful ski resorts and destroying the land. The bus lane will be invasive and rarely used because many people will not leave their vehicles for public transit. If you are truly trying to solve the issues of this canyon, you will think beyond tax payer money that will build a monstrosity of a gondola that the EIS states will not increase mobility. Simply put, how can one say these alternatives solve the actual issue at hand? This entire plan needs to be reevaluated for the sheer fact nothing presented alleviates the pressures the canyon faces now and will continue to face in the future.

COMMENT #: 11745
DATE: 9/2/21 3:29 PM
SOURCE: Website
NAME: Virginia Carroll

COMMENT:

I would like to voice my support for the gondola.

COMMENT #: 11746
DATE: 9/2/21 3:30 PM
SOURCE: Website
NAME: Emily Augason

COMMENT:

Prior to changing the natural landscape, other resources should be used.

COMMENT #: 11747
DATE: 9/2/21 3:34 PM
SOURCE: Website
NAME: Darren Knezek

COMMENT:

Please don't build the Gondola. It's one-sided and completely benefits the ski resorts only to a massive exclusion to the other users of the canyon. A bus line is better, userwise, as well as a less of a burden to the taxpayers. And with climate change, the snow could eventually be too low for skier use and a gondola would sit unused.

COMMENT #: 11748
DATE: 9/2/21 3:34 PM
SOURCE: Website
NAME: Sean Leonard

COMMENT:

I am against a gondola being installed in LCC. There are more cost-effective alternatives to get the same result such as: tolls, additional buses, snowsheds, etc. Most importantly, these alternatives provide flexibility whereas the gondola is a set number of "cars" per hour and presents the additional issue of where will everyone park at the base station?

Please do not move forward with the gondola!

COMMENT #: 11749
DATE: 9/2/21 3:35 PM
SOURCE: Website
NAME: Jon Boyden

COMMENT:

My Grandfather's family settled at the mouth of Little Cottonwood Canyon in the 1800's. They farmed, raised cattle and hauled ore for the mines.

I spent my summers growing up in the town of Granite.

I have had a deep love for this canyon all my life. I was married in this canyon.

I have hiked its trails and skied its slopes for close to 70 years now.

I am very much opposed to the construction of an aerial tram, or gondola in Little Cottonwood Canyon. It will have almost no effect on reducing traffic in the canyon. Once the novelty of the thing wears off, no one (except the developers who live near the base area and curious tourists) will want to spend an extra hour to access Alta or Snowbird when they can simply keep driving up the road. At the cost of more than half a billion dollars, this is simply a get rich scheme by a few well-connected people.

Don't use my tax dollars to increase the profits of two private ski areas.

Before we waste that kind of money let's try a few things first:
Build a large transit hub at the gravel pit on Wasatch Boulevard and run enhanced bus and shuttle service to both Big and Little Cottonwood from there. ("Enhanced" meaning busses running every 15 minutes and stopping at trailheads and ski resorts. Encourage resort shuttles.)

Reduce private vehicles in the both canyons by restricting parking, encouraging car-pooling and enacting a toll.

These solutions could be used year-round, not just during ski season.

Enforce the traction law that's already on the books and close the canyon during times of high avalanche probability.

Little Cottonwood Canyon is on the path to being loved to death. At this point the only sensible solution is to restrict, not encourage usage. Making it easier for more people to access the canyon will only acerbate the problem.

Respectfully,
Jon Boyden

COMMENT #: 11750
DATE: 9/2/21 3:35 PM
SOURCE: Website
NAME: Ben Doxey

COMMENT:

Install a "coat closet or dry cleaning" type system at the ski resort to store your skis for really cheap like 10 dollars a season. Its not reasonable to have tons of lockers installed for everyone.

COMMENT #: 11751
DATE: 9/2/21 3:36 PM
SOURCE: Website
NAME: Jonathan Argoitia

COMMENT:

Gondola or train up canyon. Buses dont work and add to the danger of canyon driving.

COMMENT #: 11752
DATE: 9/2/21 3:37 PM
SOURCE: Website
NAME: Conner Soule

COMMENT:

I vote for the gondola solution

COMMENT #: 11753
DATE: 9/2/21 3:37 PM
SOURCE: Website
NAME: Marianne Wander

COMMENT:

Please do not destroy the beauty of Little Cottonwood canyon, and the gorgeous views as we look up and down this beautiful glacial canyon. A gondola would destroy this geological and natural treasure. Do not destroy what is remaining of the natural beauty of this magnificent canyon. Our transportation problems can be resolved in a much more thoughtful and smart way.

COMMENT #: 11754
DATE: 9/2/21 3:38 PM
SOURCE: Website
NAME: George Crowell

COMMENT:

As someone who spends about 50 days a year skiing in Big and Little cottonwood canyons I would like to voice my objection to the LCC gondola. I feel that a \$500 million dollar investment of tax money in what will ultimately benefit two private ski areas is absurd. I would prefer an option of busses with stops where all canyon visitors can reap the benefits of the upgrade not just those visiting Snowbird and Alta. I also think the bus option is something that can be tried out now without widening the road and can also bring people from all over the valley with minimal upgrades as opposed to a massive parking area at the base of the canyon.

COMMENT #: 11755
DATE: 9/2/21 3:38 PM
SOURCE: Website
NAME: Michael Ames

COMMENT:

Buses are the way to go a gondola is a horrible idea. Buses would be less impactfull and sometime down the road they can all be electric. You can also start implementing them right off.

COMMENT #: 11756
DATE: 9/2/21 3:40 PM
SOURCE: Website
NAME: Adriana Sta Agueda

COMMENT:

The growth rate of Utah has increased exponentially in the past ten years. Along with the population size, the interest in recreation in the outdoors, specifically the Cottonwood canyons has increased. We have all personally seen the traffic and safety hazards these growths have imposed on the canyons. Safety should be the number one priority for all. However, it must be in tandem with sustainability - of the canyons, the environment and views we all love dearly, the population and adjacent cities. We must all accept the reality that the limited space in Little Cottonwood cannot support the drastic increase in human traffic that a gondola would bring. It is not only on UDOT, but also the resorts located in Little Cottonwood to come up with a sustainable solution. The environmental impact a gondola would have on this beautiful canyon, with its finite resources and capacity, is detrimental and unsustainable. The beauty and ability to continue to provide a space to recreate in the mountains must be preserved, and the gondola solution cannot do this.

I have personally taken the ski buses across the years as a way to access the resorts in both Big and Little Cottonwood canyons. The time schedule, number of buses, and reliability is inconsistent, especially on weekends or during and after a snowstorm. Appropriate time and resources should be allocated to creating a more reliable bus schedule that can help manage and safely transport those interested in accessing the canyons. Sustainability and safety should be at the core of a proposed solution."

COMMENT #: 11757
DATE: 9/2/21 3:41 PM
SOURCE: Website
NAME: Dwight Clark

COMMENT:

Please don't widen the road to little cottonwood canyon. Having lived in the Bay Area in Ca for many years, I observed you can never widen the road enough to accommodate the traffic. The traffic always swells to fill the new lanes. And, we don't need more traffic up the canyon. I would suggest selecting the gondola idea. I think overall much less impact to the canyon itself after it is complete.

COMMENT #: 11758
DATE: 9/2/21 3:41 PM
SOURCE: Website
NAME: Rob Kertesz

COMMENT:

I've waited to the close of the comment period hoping to hear from as many folks with different perspectives, opinions, and information in addition to the materials you have provided the public, hoping to gauge overall and interest group sentiment before forming my own.

While I understand that the comment period helps you hear and consider individual and interest group responses, I'm curious about them myself. I love a well thought out rationale, and these comments may have given me pause to change my own position.

However, since it doesn't look like that the comments will be accessible till after the fact, and I want my voice to be heard and acknowledged, I'll give it here:

While both the buses and a tram accomplish moving people up the canyon, the tram's most significant drawbacks are that its not scalable to demand and it's three terminals serve and benefit two private businesses rather than all the other "user groups" who wish to recreate in other ways and places in Little Cottonwood, then at a resort.

I find your conclusions about viewshed and environmental impact scant and incompatible when compared to other places of similar protected natural beauty and quality. In short, tram towers are as ugly on ridge lines as they are in valleys. A road, widened by one lane, and planned snowsheds, are less impactful.

Bus service can be scaled make and adopted to demand, that interconnects more with an already existing service.

I agree that something must be done, but strongly believe that giving two resorts an exclusive free lunch is the wrong way to go.

COMMENT #: 11759
DATE: 9/2/21 3:43 PM
SOURCE: Website
NAME: Kyle Hungerford

COMMENT:

Being raised on the country side of Oahu, HI I can speak first hand on the eye sore big developments have on nature soo pure and beautiful. Despite the pros of development like wind farms and in your case transportation it is ruining the centerpiece of why people visit Utah. When living in Salt Lake City for 2 years I escaped to little cottonwood canyon for its rawness and beauty. It what made me feel like I was in Utah. Utah, which is known for its extreme outdoors. It would be a shame to scar the nearest and most accessible escape to the “essence of Utah” for the citizens surrounding little cottonwood.

COMMENT #: 11760
DATE: 9/2/21 3:44 PM
SOURCE: Website
NAME: Barbara Gutke

COMMENT:

I think the gondola is a good idea. Much better than widening the road.

COMMENT #: 11761
DATE: 9/2/21 3:49 PM
SOURCE: Website
NAME: Jen Hosenfeld

COMMENT:

I do not support this option!

COMMENT #: 11762
DATE: 9/2/21 3:50 PM
SOURCE: Website
NAME: Zachary Masi

COMMENT:

UDOT should put money into existing infrastructure before building any permanent and invasive transportation infrastructure/systems. Increased bussing and carpooling as well as a possible tolling system during peak hours is a more practical and less destructive solution to the canyon congestion. The gondola is a rash solution, that only promotes the ski resorts in LCC without supporting all of the other activities that the canyon provides. It is a huge eye sore, and will change the canyon forever, while only increasing the amount of people in the upper canyon.

COMMENT #: 11763
DATE: 9/2/21 3:51 PM
SOURCE: Website
NAME: Ryan Griffiths

COMMENT:

I support the gondola option. It is safer, environmentally cleaner, more reliable, faster and more comfortable than any bus. It won't matter how many buses you drive up the canyon, I don't want to ride one. Also I don't support widening the road and putting more pavement up the canyon, along with the increase of diesel exhaust which is already too strong up there. Nobody likes to breath diesel exhaust. Honestly it will make me want to ski and hike up there far less because of the buses. And maybe that is why people are fighting for that option, to keep more people from using the canyon, which is selfish and ridiculous.

COMMENT #: 11764
DATE: 9/2/21 3:53 PM
SOURCE: Website
NAME: Brandan Whiting

COMMENT:

The impacts of a gondola will forever destroy the main reason why most people want to go to these mountains, the scenery. Included in this is the maintenance road (s) needed to access the support towers. When avalanche control works the canyons, the gondolas could easily be taken out which could be cost prohibitive.

In my opinion, the train option that was presented would be the best! This would allow passengers to connect to the Trax system allowing a greater array of individuals to see the beautiful sights of the canyon.

COMMENT #: 11765
DATE: 9/2/21 3:53 PM
SOURCE: Website
NAME: Kathy Goodman

COMMENT:

UDOT needs to reconsider the damage a gondola will do to our canyon. Please put the environment first and consider how more people and traffic will affect our resources, like water. Thank you!
#saveourcanyons

COMMENT #: 11766
DATE: 9/2/21 3:55 PM
SOURCE: Website
NAME: Benjamin Kahn

COMMENT:

The gondola is the way to solve all problems LCC faces...please get started ASAP! I don't want to spend another second in red snake traffic

COMMENT #: 11767
DATE: 9/2/21 3:55 PM
SOURCE: Website
NAME: Joe Food

COMMENT:

I oppose the gondola approach due to alteration of the canyon character, safety in the event of a break down requiring evacuation and cost.

The gondola also would not provide access to other recreational locations in the canyon.

Both of the proposed actions are to benefit relatively few taxpayers while asking all of us to fund this project. Limit the capacity of both resorts at a manageable level that matches parking availability.

COMMENT #: 11768
DATE: 9/2/21 3:57 PM
SOURCE: Website
NAME: Brandan Whiting

COMMENT:

The impacts of a gondola will forever destroy the main reason why most people want to go to these mountains, the scenery. Included in this is the maintenance road (s) needed to access the support towers. When avalanche control works the canyons, the gondolas could easily be taken out which could be cost prohibitive.

In my opinion, the train option that was presented would be the best! This would allow passengers to connect to the Trax system allowing a greater array of individuals to see the beautiful sights of the canyon.

COMMENT #: 11769
DATE: 9/2/21 3:57 PM
SOURCE: Website
NAME: Ally Cirenza

COMMENT:

I am against the gondola option. I am in favor of the enhanced bus service, mobility hubs, and trail side parking (mostly for our backcountry touring folks in the winter)

COMMENT #: 11770
DATE: 9/2/21 3:57 PM
SOURCE: Website
NAME: Sandy Sasser

COMMENT:

After reading all the information, the gondola clearly is the best alternative for improved transit in the canyon and has less impact environmentally.

COMMENT #: 11771
DATE: 9/2/21 3:58 PM
SOURCE: Website
NAME: J Lyman

COMMENT:

Please don't ruin LCC with a gondola. Bus service has such a lower impact on the canyon's beauty and existing landscape.

COMMENT #: 11772
DATE: 9/2/21 3:58 PM
SOURCE: Website
NAME: Todd and Sheila Peterson

COMMENT:

Dear UDOT.

We are providing comment (s) on the two transportation alternatives proposed (by UDOT) for Little Cottonwood Canyon.

We do not support either of the transportation alternatives (Gondola / Expanded Bus Service as identified) for the following reasons.

Neither proposal considers the human carrying capacity for the entire canyon. We need a plan that is protective of the critical watershed and the overall environmental health of the canyon. UDOT is a road maintenance and road design organization and is not capable of doing this kind of assessment.

2. Any transportation proposal must consider year-round use not just for winter and for skiers. All proposals must offer competent traffic mitigation and usage year-round.

3. The cost of the two proposed transportation alternatives is too much! Why have other options - toll booths with usage fees that encourages car pooling, dedicated shuttle service, etc. not been tried before proposing these two very expensive proposals?

4. Neither transportation proposal fully addresses the needs of all the canyon stakeholders...residents, backcountry recreationalists, rock climbers, etc.

Finally, what are the specific financial contributions expected from Snowbird and the Alta Ski Area towards any transportation plan? Are taxpayers expected to "foot the bill" for any and all transportation plans that deliver skiers to Snowbird and Alta's door step? Both resorts should be required to pay their fair share for any transportation plan for Little Cottonwood Canyon. There is no such thing as a free lunch!

Sincerely,

Todd and Sheila Peterson
Holladay, Utah

COMMENT #: 11773
DATE: 9/2/21 4:00 PM
SOURCE: Website
NAME: C C

COMMENT:

Making carpooling a priority and funding better bus to and within the canyons will benefit the user experience, the environment, our watershed and not come at the expense of other users from hikers and bikers along the Little Cottonwood Trail to climbers enjoying some of the west's best granite and boulders problems. No gondola, no road widening. Start with the least destructive, least intrusive options.

COMMENT #: 11774
DATE: 9/2/21 4:01 PM
SOURCE: Website
NAME: Christine Spang

COMMENT:

Hi there, I'm a frequent visitor to Salt Lake City and Little Cottonwood Canyon. But I don't come in the winter for the skiing. I come in the skiing off season for the world class rock climbing opportunities in the pristine setting. I was disturbed to hear of the main proposals to reduce winter traffic congestion in LCC involving permanent alternations to the canyon and adding transit that only services the ski resorts. What about the popular Gates Buttress, with already limited parking? What about the hundreds of boulder problems scattered throughout the canyon? What about looking out from a cliff top and seeing trees, not a huge gondola? LCC already has strict restrictions on camping in the canyon in order to protect the watershed. I find it alarming that the 2 proposals to address traffic make such major changes to the year round experience of the canyon for traffic experienced only a few days a year. What about implementing electric busing and traffic restrictions for high traffic days on the winter? Salt Lake City is renowned for its recreational access year round. Don't take that away for a problem only affecting a few weeks of the year.

COMMENT #: 11775
DATE: 9/2/21 4:02 PM
SOURCE: Website
NAME: Sammie Dall

COMMENT:

Please do not change or add anything to Little Cottonwood Canyon. We want to keep the peaceful beauty of our canyon.

COMMENT #: 11776
DATE: 9/2/21 4:03 PM
SOURCE: Website
NAME: Cristina Raspollini

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 #: 11777
DATE: 9/2/21 4:03 PM
SOURCE: Website
NAME: Bromley Busath

COMMENT:

The great success of the ski resorts has increased congestion in the canyon. Building a Gondola reduces congestion, preserves the canyon and improves year round access for everyone.

The government should pay to build it.
The resorts should pay to operate and maintain it.
The public should ride for free year round.

COMMENT #: 11778
DATE: 9/2/21 4:05 PM
SOURCE: Website
NAME: Mary Gene Fuller

COMMENT:

Of the 2 options, I think the enhanced bus system is better, but I don't think we need to do either of those options. Both will do IRREVERSIBLE DAMAGE TO BOTH THE ENVIRONMENT AND THE BEAUTY AND ENJOYMENT OF THE CANYON!! If you instead significantly increase the incentive to not drive to the ski resorts, you can do enhanced bus service without widening the road. You could charge a toll at the bottom of the canyon and then a second very expensive toll, maybe \$50 to \$100, just before the first ski resort entrance. You would not have to enforce a carpool mandate. People will do that on their own to share the cost if they choose to drive, or they will take the bus. The bus should be free, or very low cost, with a ski pass. This would reduce the traffic enough that the buses should be able to get up and down the canyon without the extra lane. Maybe it would take 40 minutes instead of 35. You could still put in the snow sheds in the avalanche-prone areas to help keep the traffic moving. You should have several lots to meet the bus, so the traffic doesn't back up too much in one area in the communities at the bottom of the canyon. This could be implemented right away, would save hundreds of millions of dollars, and would leave our beautiful canyon for all to enjoy--rock climbers, hikers, campers, snow-shoers, cross-country and back-country skiers, and sight-seers, as well as downhill skiers.

COMMENT #: 11779
DATE: 9/2/21 4:05 PM
SOURCE: Website
NAME: Sebastian Traechsel

COMMENT:

The short term solution should be a bus system. Even though this is environmentally not really sustainable.)

In my point of view a train system up the canyon would be the best solution. Especially because it's sustainable, flexible and environmental friendly. This could also increase the general use of trains in Utah as it could be connected to the TRAX systems in the valley.

COMMENT #: 11780
DATE: 9/2/21 4:07 PM
SOURCE: Website
NAME: Jerome Wile

COMMENT:

The Summer road up Albion Basin used to be absolute zoo, choked with traffic and the Basin filled with people. Then 4 or 5 years ago ASL took over responsibility for the road and the campground. A toll was instituted for all summer traffic, \$6 the first year, \$10 now, and the horrible traffic disappeared. The funds collected pay the attendants who collect tolls. Walking in the Basin and surrounds has changed dramatically. The model works. If LCC was tolled, it could be done electronically, and the money collected went towards funding much needed avalanche sheds, there would be less traffic and maybe fewer people on all but the busiest days and safety improved as well. Busses would have a faster route and maybe be used more. It is not an expensive solution either.

COMMENT #: 11781
DATE: 9/2/21 4:07 PM
SOURCE: Website
NAME: Johannes Lorenz

COMMENT:

A rapid bus service would be the most reasonable short-term solution and I like the idea of cyclists and pedestrians utilizing the road in the summer. However, a train service would have been the best long term solution further eliminating traffic during the summer, while also being a very attractive alternative for tourists flying into SLC, hikers and backpackers etc.

COMMENT #: 11782
DATE: 9/2/21 4:08 PM
SOURCE: Website
NAME: Dusty Heyrend

COMMENT:

The Gondola will be a great option for reducing traffic and continuing to bring tourism traffic to Utah for the skiing and ski industry infrastructure. Looking at cities like Telluride, CO, we see that Gondolas can be great public assets, improving quality of life for citizens and visitors alike.

COMMENT #: 11783
DATE: 9/2/21 4:08 PM
SOURCE: Website
NAME: Dan Gates

COMMENT:

Please please please don't push the gondola idea thru. This seems to be a complete waste of tax payer money, and only solves a problem for two businesses!!. There are many other users of the canyon that would never benefit from a gondola. With stops only being at Snowbird and Alta.

For whatever an opinion is worth, I believe there are many other ideas that could be implemented before such a drastic construction project.

Some ideas might include bus only days, with an enhanced bus schedule. Express buses that only pickup and drop off at one point.

Mandatory SNOW tires no matter what the weather conditions exist should become the normal. Many of the problems in the canyon are from inadequate vehicles and tires.

The gondola option is sexy and would look really good on a ski Utah brochure. But it is NOT what/where I want my tax dollars being spent.

COMMENT #: 11784
DATE: 9/2/21 4:09 PM
SOURCE: Website
NAME: Ray Klukoske

COMMENT:

No Gondola, No Wider Road! Charge to drive up on big days and increase bussing.

COMMENT #: 11785
DATE: 9/2/21 4:14 PM
SOURCE: Website
NAME: Shane Charlebois

COMMENT:

There are incredible ideas of innovation going down here. Each person involved has a vision that could potentially improve transportation in the canyon. Each option also has great cost. Cost and Value is always the focal points to finding balance in decisions. There are also steps to be taken before such extreme projects begin. What I'm not seeing is any discussion about limiting driving access up the canyons. For example, Out of state plates could be regulated from driving up the canyon. People staying at the hotels, or visiting friends could get a code to scan, or something like that, to allow them access to drive up the canyon if they are from out of state. Starting by enforcing out of state people to take the public transportation is a step to see how much difference it would make. If you "have to" include out of state drivers driving up the canyon, have an "out of state" toll booth on the way up, that does not affect the traffic flow, which charges \$20 - \$30/per day to drive up. That revenue would go back in to future developments, and present canyon operations. With out a doubt we would see improvement in the daily flow of traffic. It would also help develop an improvement in the bus system experience that would be getting out of state visitors up the canyons. The locals of this beautiful state are the fabric that makes this place what it is. Keep them in the forefront to development. And may we all remember, Respect is what we show, not what we demand. Thank you

COMMENT #: 11786
DATE: 9/2/21 4:15 PM
SOURCE: Website
NAME: Ray Klukoske

COMMENT:

Please just enforce the winter traction/tire law strictly 24/7. This would be a minimal cost and could have a huge effect. Let's just try it, please.

COMMENT #: 11787
DATE: 9/2/21 4:17 PM
SOURCE: Website
NAME: Mark Ballinger

COMMENT:

I want to state for the record I think the Gondola, enhanced bus service, and development of La Caille are all the wrong approach. I ask UDOT to reconsider all options brought forward and do not move forward with either option. We only have one LCC we can never undo the damage of development. 20~ days a year on Powder Days it can take a few hours to go up the canyon.

Why is UDOT solving for a problem that only affects a small percentage of the year and isn't a big deal? What about the other 340 days of the year why are we spending 1BN for something that goes unneeded the vast majority of the year.

Why are the lifts not running during the spring, summer, fall (Except for the tram and peruvian lift)? Is it not in the ski resorts best interest to keep them running and charge for rides? Answer: because there is no demand for it. Do you really think there will be a demand to: Drive to the base station, park, ride in a gondola 30+min then repeat? A reasonable person would not.

Why is the base station at La Caille? Have you seen the traffic patterns on the busy ski days? Where is the traffic? The proposed base station is in the heart of the traffic. If you build a base station in the proposed location, nobody will be able to access it due to the traffic.

Instead move a bus hub to the South Towne Mall, a speaker on the public zoom meeting said that the owners of the mall are open to working with UDOT in creating a bus hub at that location. This makes more sense for tourists and locals to have a location that is already built, tons of parking and multiple avenues to send busses.

Why is there traffic during the peak season weekends?

- The introduction of the Ikon pass and Mountain Collective pass have greatly increased the traffic to the resorts.
- There is limited supply (resort parking, mountain space, powder, skiable area)
- There is no limit to demand. (Ikon pass, daily ticket sales, season pass)
- This is a problem the ski resorts have created. Why is UDOT even involved? This is not a public issue, this is a private industry issue.

I ask UDOT again, please do not destroy our canyon, please do not expand the road, please do not build a gondola. We can never undo the damage of development to this canyon. We need to preserve not build. This is a private industry created issue. Why are we the taxpayers asked to fix this?

Mark

COMMENT #: 11788
DATE: 9/2/21 4:17 PM
SOURCE: Website
NAME: Nicholas McEachern

COMMENT:

To speak frankly, the current proposed transportation alternatives for LCC are "too little, too late". Widening the road for bus service will result in environmental damage that will never recover while still not meeting the demands of a growing population and the increased scarcity of powder. The gondola proposal fails to consider the importance of scalability while also neglecting the diverse users of the canyon who are not only ski resort patrons. Both of these alternatives cost an amount of money that would be burdened by a tax base that would not be able to reap the rewards for decades to come.

It was disappointing that the DEIS was done without conducting a capacity study for the canyon. It is clear that the multi-million dollar ski resort industry of Utah was prioritized in the gondola alternative and while predictable, it upsets me.

Unfortunately, the best and only realistic way forward for the Wasatch community would be a combination of tolling, increased bus service, and incentivizing those who take the bus.

COMMENT #: 11789
DATE: 9/2/21 4:18 PM
SOURCE: Website
NAME: Sue Weaver

COMMENT:

The aerial tram (gondola) is the wrong solution. Without drastic government measures combatting climate change, ski resorts will have less and less relevance. Don't spend more money to build a gondola for a soon to be unprofitable ski industry.

COMMENT #: 11790
DATE: 9/2/21 4:18 PM
SOURCE: Website
NAME: Brent Steenblik

COMMENT:

I am strongly opposed to the gondola approach to reducing congestion in Little Cottonwood canyon. I also am not a real supporter of widening the road to accommodate more traffic. This canyon is too pristine to have something this dramatic done to it. I am supportive of further study and perhaps trying some less permanent options including better bus service, bus riding incentives, car pooling incentives, tolls, and vehicle number restrictions. This canyon is too valuable of an asset and resource to have something with such significant impact done to it. I don't believe that the traffic and congestion is a problem everyday but primarily at peak seasons. The dramatic options proposed will be with the canyon every day into the future. Please continue to explore and try some less permanent solutions before proceeding with such dramatically suggested options which cannot be undone.

COMMENT #: 11791
DATE: 9/2/21 4:24 PM
SOURCE: Website
NAME: Sarah Behle

COMMENT:

I oppose the Gondola plans. I disagree with the plans for traffic expansion in the canyon. The real problem of actual user numbers ought to be addressed. I suggest calculating the maximum capacity tolerated to minimize environmental impact should be the primary focus.

COMMENT #: 11792
DATE: 9/2/21 4:25 PM
SOURCE: Website
NAME: Toyo Tsuyakahane

COMMENT:

I feel both alternatives are not good. Enhanced Electric Buses running on a REAL schedule, especially during ski season and powder days are the BEST alternative. NYC instituted this in Manhattan and it works like a charm and is less expensive than a subway or in this case building a gondola or a 6 lane highway. With less pollution, hassle, and environmental impact than your proposals.

COMMENT #: 11793
DATE: 9/2/21 4:26 PM
SOURCE: Website
NAME: William Campbell Scott

COMMENT:

Hello,

Thank you for taking the time to consider my comments on the Little Cottonwood EIS and all the time and effort everyone involved has put into this. Here are my reasons for why NEITHER option presented at this point should be put into place –

1. Most importantly we need to take small steps to try and mitigate canyon traffic before taking drastic measures by putting in a gondola that will permanently change the look of the canyon. Can we start by adding the tolls that are a part of these plans? Even using an HOV minimum to access the canyon without a toll.
2. Tolls and HOV laws would be a huge step in the right direction and then we can re evaluate.
3. A 20-40% increase of bus service in addition could be an easy small step too.
4. 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).
5. The gondola will rely on private vehicles to operate so it won't reduce the amount of them in the canyon.
6. The gondola doesn't service many summer trailheads so will only benefit activities during a third of the year.
7. Alta and Snowbird (my preferred ski resorts in the Wasatch) Have been funding massive increases to their marketing efforts and recent years and it only seems they favor the gondola so tax payer dollars can help offset their spending.
8. We haven't evaluated the max capacity of LCC and the gondola will only bring more people in addition to those using private vehicles causing more and more congestion at the ski resorts.

PLEASE PLEASE DO NOT MOVE FORWARD WITH EITHER of these expensive plans until we take reasonable and sound actions that will have measurable impact first.
Thank you!

COMMENT #: 11794
DATE: 9/2/21 4:26 PM
SOURCE: Website
NAME: Robin Patfield

COMMENT:

I am writing in support of the bus service option with these concerns:

- a. The visual impacts of a gondola will forever destroy the main reason why most people want to go to these mountains. This is a big issue.
- b. Widening of the roadways has the potential to significantly increase traffic in the canyons.
- c. Bus service would be the most reasonable short-term solution.
- d. Gondola only serves the ski resort and not the whole community.

This is the best option of what was presented, but an even better option would be to have train service up the canyon for the following reasons:

- a. Less visual impact on landscape
- b. More environmentally friendly than having even more cars on the road
- c. Service can be adjusted depending on need
- d. Most cost-effective long-term solution for the area.
- e. Would ultimately connect to the TRAX systems in the valley

COMMENT #: 11795
DATE: 9/2/21 4:26 PM
SOURCE: Website
NAME: Emily Trombly

COMMENT:

The Gondola or the extra lanes to LCC would destruct iconic climbing areas and boulder problems that make LCC such a dream for climbers. It would destroy the natural beauty of what the cottonwood is, and put more man-made destructiveness when there are less destructive options exist such as UDOT's Enhanced Bus without Roadway Widening proposal.

COMMENT #: 11796
DATE: 9/2/21 4:29 PM
SOURCE: Website
NAME: Bridger Christensen

COMMENT:

I think the bus option would be a temporary solution because busses can slide off the road, it may help with traffic a little bit and widening the road could be harmful to the environment and make it more dangerous of a canyon. The train option is a better option because you have two tracks that keep the train from going off the edge and it could be better for the environment. And you don't have to worry about bus traffic jams.

COMMENT #: 11797
DATE: 9/2/21 4:31 PM
SOURCE: Website
NAME: Eveline Field

COMMENT:

I do not support a Gondola rather use more buses and don't allow so much parking at Snowbird or Alta.

COMMENT #: 11798
DATE: 9/2/21 4:34 PM
SOURCE: Website
NAME: Maggie Noonan

COMMENT:

The Gondola alternative still seems the most useful. Thank you.

COMMENT #: 11799
DATE: 9/2/21 4:34 PM
SOURCE: Website
NAME: Todd Walton

COMMENT:

The only real option is the bus. DO NOT consider gondola or train.

COMMENT #: 11800
DATE: 9/2/21 4:35 PM
SOURCE: Website
NAME: Josh Douglas

COMMENT:

As a resident of Sandy and a long time user of the canyon I cannot stress enough how much I oppose either of these ideas. First two businesses benefit from this project, how much money are the two businesses that benefit from this paying to the project? If these go through they should pay for the bulk of it not the tax payer. Second, how much money are we going to spend for an eyesore gondola that only benefits the canyon for one of the four seasons. I for one go to the canyon to spend time free of the city and man made objects not have my view obscured by this proposed monstrosity. Instead of ruining the canyon for the rest of us so snowbird can make a better profit. Have them charge \$150 for parking, can't be much more than the obscene amount the already charge. Don't allow snowbird to cover the no parking signs on the road in the winter time and maybe just encourage more ride share bus rides instead of spending obscene amounts of money to support more business for two Utah businesses. I understand that those two businesses draw money too lots of other businesses, but again this is for one season. Other residents enjoy this canyon as well, why are we ruining it for the other 3 seasons of the year.

COMMENT #: 11801
DATE: 9/2/21 4:35 PM
SOURCE: Website
NAME: Zev Rosenfield

COMMENT:

I support the gondola with the La Caille base station option. With that said, I don't think that this EIS goes far enough in banning traffic within the canyon. I would love to see the gondola, along with buses with frequent stops so that nobody ever has to drive a car up the canyon.

COMMENT #: 11802
DATE: 9/2/21 4:36 PM
SOURCE: Website
NAME: Cristina Amat

COMMENT:

do not build the gondola, is only going to benefit 2 private sky resort and do nothing to improve the problem.

COMMENT #: 11803
DATE: 9/2/21 4:36 PM
SOURCE: Website
NAME: Lisa Jones

COMMENT:

As a local resident living one mile from the entrance of little cottonwood canyon I support the gondola option. I would hate to see the road expanded as it would disrupt animals and vegetation, and with so many cars going up and down the gondola would not add to the congestion, noise and air pollution.

COMMENT #: 11804
DATE: 9/2/21 4:36 PM
SOURCE: Website
NAME: Hubert Wang

COMMENT:

As a long term resident of the Salt Lake Valley and an Alta pass holder for twenty five years I am taking this opportunity to comment on the transportation proposal for Little Cottonwood Canyon.

First and foremost I would like to register my opposition to the gondola alternative. This is nothing more than a blatant tax payer subsidy for the private ski lift companies in the canyon. With stops only at Snowbird and Alta, as well as ambiguity as to whether the gondola would run during the summer, there is no real pretense that this is a general solution to transportation needs in LLC. In general most traffic problems in the canyon stem from a few days each winter, usually corresponding to holidays or big winter storms which result in canyon road closures. Spending upwards of a billion dollars in public funds to benefit two private companies who would like to sell even more lift tickets on these days seems to be fiduciary malpractice on the part of UDOT. It seems to me that there is an upper limit on the number of skiers that can be accommodated in LLC on a given day and that this number is not solely determined by the lift capacity of the ski resorts.

The canyon is an important part of the salt lake valley watershed on which approximately one third of Utah's population depends for household water. It seems that environmental concerns with respect to maintaining watershed quality should trump lift ticket sales (it should be noted that dogs, horses, and etc are excluded from the canyon for this reason). It is my understanding that Utah State University is conducting a study to determine carrying capacity for daily recreation use in LLC perhaps it would be prudent to wait for the results of this study before proceeding with plans to put thousands more people in the canyon for the benefit of limited private interests. Furthermore given the importance of environmental integrity in LCC it would appear that a coalition of stake holders should reach a consensus opinion as to its preservation rather than having a "solution " forced on us by UDOT and the ski resorts.

COMMENT #: 11805
DATE: 9/2/21 4:37 PM
SOURCE: Website
NAME: Rebecca Turville

COMMENT:

Please consider a toll gate and limit the number of cars. Traffic will be controlled, more mass transit will be utilized and there will be less environmental impact than building gondolas or widening roads. Signage can be updated throughout the valley and social media to let people know if the canyon is at capacity and busses are available. Make carpooling more easier by allowing a carpool entry. 32.2.4A) Overall this problem has been growing for too long and any type of solution is way overdue. Hoping for the best.

COMMENT #: 11806
DATE: 9/2/21 4:37 PM
SOURCE: Website
NAME: Marianne Lewis

COMMENT:

I am a Sandy resident and frequent (several times a week) LCC user. I want to express my strong opposition to proceeding with the gondola for the following reasons:

- The Model is Intentionally Biased. The economic model considering the gondola should include a robust consumer uptake analysis that fully analyzes the strong consumer resistance to the increased friction of the proposed system. Specifically, because users must shift from the current system getting in their car and getting out at the resort, the gondola solution anticipates little friction in transitioning those users to getting on a bus with all their primary and secondary ski equipment (back-up equipment normally kept in a car for adverse events or lunch), getting off the bus and cuing for the gondola, loading gondola with all their equipment, and repeat the process to go home. There appears to be an overwhelming bias toward skewing the analysis to omit such a crucial consideration. The consumer friction seems like an enormous impediment to full use absent a major financial incentive, which is not even outlined in the documents I found.
- Inadequate Peak Capacity. The proposed gondola is woefully inadequate to have a major impact. It will only carry 1/3 of the people heading up LCC, so our half billion does little to alleviate the problem in LCC alone.
- Inadequate Scope. The gondola solves none of the larger regional issues. For example, not even BCC is improved by this massive spending proposal.
- Sole Goal is Making Disney ride for Snowbird and Alta. The capacity is highly ski resort specific providing no capacity in the ski areas "off" hours or providing access to attractions on the way up to the resorts. In fact, the gondola solution appears exclusively intended to benefit two for-profit corporations, and such a narrowly targeted benefit should not be the obligation of our citizens.
- Beneficiaries Make No Commitment. The ski areas are the primary beneficiary, and should agree to offset any costs of users or governmental operation that directly benefits their for-profit enterprise. The fee structure is not adequately considered and people are driven by financial structures. The true environmental impact cannot be known without a robust economic model considering all payees and payors.

For the foregoing reasons I strongly oppose the gondola solution

COMMENT #: 11807
DATE: 9/2/21 4:37 PM
SOURCE: Website
NAME: Breanna Lamont

COMMENT:

I support the bus service option because having a Gondola would only serve the ski resorts and not the entire community. A better option that I would support would be a train service up the canyon, which would be more cost-effective in the long-term and could connect to the TRAX systems in the valley.

COMMENT #: 11808
DATE: 9/2/21 4:39 PM
SOURCE: Website
NAME: Eamonn Walsh

COMMENT:

I live in the [REDACTED] in Little Cottonwood Canyon. The proposed gondola would negatively affect my family during construction and operation. In addition, it will dramatically alter the aesthetics of the canyon and negatively impact the environment. This negative environmental impact includes the area under and around the towers and all access roads necessary to maintain the towers, base and top area construction, sound pollution from construction and operation, and the loss of natural views throughout the canyon. Expansion of the bus system would be more cost effective and offer less negative environmental impacts. I urge you to discard the gondola option as a realistic solution to the traffic issues in the canyon.

Thank you for your consideration,
Eamonn Walsh

COMMENT #: 11809
DATE: 9/2/21 4:39 PM
SOURCE: Website
NAME: Cameron Clegg

COMMENT:

I believe that the gondola is better because it doesn't destroy as much land. I also believe that ikon pass is not fair to the locals and should be banned at Alta and snowbird. This would result in way less crowds.

Gondola for the win!!

COMMENT #: 11810
DATE: 9/2/21 4:39 PM
SOURCE: Website
NAME: Tyler Brawley

COMMENT:

1. Toll booth and fees for LCC
2. Mandatory traction tires 24/7 Nov 1st - Apr 30th (let's stop the slide offs)
3. Expanded/additional bus service. (and put studded snow tires on the busses, they slide out too)

COMMENT #: 11811
DATE: 9/2/21 4:40 PM
SOURCE: Website
NAME: Emily Bruni

COMMENT:

I am opposed to the proposal to build a gondola or additional lanes in the road at this time. UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon.

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape. If there are any possible solutions available they need to be considered prior to a decision that will cause irreversible changes.

COMMENT #: 11812
DATE: 9/2/21 4:40 PM
SOURCE: Website
NAME: CJ Thede

COMMENT:

If this were in Europe, the gondola option would have been built 10 years ago. Use them as an example. It's clear that this form of transportation/infrastructure works well for moving people in mountainous areas, is safe, and brings more tourist revenue. Clearly the safer option. That should end the argument already.

COMMENT #: 11813
DATE: 9/2/21 4:41 PM
SOURCE: Website
NAME: Eric Chabot

COMMENT:

This project is a waste of public resources. Over 99% of the time, there is very little traffic to get up the canyon. The only times when traffic is bad is during snow storms and on weekends. I know this because I visit the canyon frequently throughout the year and those are the only times when it's busy. When backcountry skiing, I can always go early and avoid the traffic anyway. This project will use public tax dollars to benefit ski resorts and wealthy resort skiers. Let's try a toll first and see what happens. This project is like calling an exterminator when you have a mouse in the house, before you try a mousetrap. It's a classic boondoggle.

COMMENT #: 11814
DATE: 9/2/21 4:43 PM
SOURCE: Website
NAME: Scott Howe

COMMENT:

I support the ideas for Enhanced busing, shoulder and lane improvements. I am STRONGLY AGAINST THE IDEA OF A GONDOLA near the mouth of the canyon. I think it would be helpful to enforce the 4x4/chains requirements to reduce vehicles without the proper equipment from becoming a liability and adding to the congestion of traffic.

COMMENT #: 11815
DATE: 9/2/21 4:44 PM
SOURCE: Website
NAME: Adriana Staagueda

COMMENT:

The growth rate of Utah has increased exponentially in the past ten years. Along with the population size, the interest in recreation in the outdoors, specifically the Cottonwood canyons has increased. We have all personally seen the traffic and safety hazards these growths have imposed on the canyons. Safety should be the number one priority for all. However, it must be in tandem with sustainability - of the canyons, the environment and views we all love dearly, the population and adjacent cities. We must all accept the reality that the limited space in Little Cottonwood cannot support the drastic increase in human traffic that a gondola would bring. It is not only on UDOT, but also the resorts located in Little Cottonwood to come up with a sustainable solution. The environmental impact a gondola would have on this beautiful canyon, with its finite resources and capacity, is detrimental and unsustainable. The beauty and ability to continue to provide a space to recreate in the mountains must be preserved, and the gondola solution cannot do this.

I have personally taken the ski buses across the years as a way to access the resorts in both Big and Little Cottonwood canyons. The time schedule, number of buses, and reliability is inconsistent, especially on weekends or during and after a snowstorm. Appropriate time and resources should be allocated to creating a more reliable bus schedule that can help manage and safely transport those interested in accessing the canyons. Sustainability and safety should be at the core of a proposed solution." . As someone who is not originally from Utah but has lived here for the past 8 years, I would like to continue to enjoy the canyons and all they have to offer for years to come.

COMMENT #: 11816
DATE: 9/2/21 4:45 PM
SOURCE: Website
NAME: Bob Brown

COMMENT:

I think maybe the resorts ought to think about a reservation system. The canyon can only support so many visitors just like golf courses and the lakes surrounding the valley. It seems that canyon visitors will either have to wait in line driving up the canyon or wait trying to find a parking place or wait in line to get on the lifts. A reservation system would alleviate alot of the problems and would allow for a more pleasant experience for all.

We just can't keep allowing an unlimited number of people up the canyon. That is a disservice to all. Having stated all that I support the expanded bus service before the gondola.

COMMENT #: 11817
DATE: 9/2/21 4:45 PM
SOURCE: Website
NAME: Clay Walker

COMMENT:

Both proposals of 1) building a gondola and 2) widening the road are too impactful to the natural recreation resources in Little Cottonwood Canyon.

Please implement a combination of increased/mandatory bus service and road tolls before considering any major construction projects. We already have the tools and resources to mitigate traffic issues, it just requires some planning and critical thinking, along with a change in mindset and culture in the Salt Lake valley.

COMMENT #: 11818
DATE: 9/2/21 4:47 PM
SOURCE: Website
NAME: Polly Creveling

COMMENT:

As Utah continues to grow, we need to spend more time protecting our land rather than building on it and destroying it for future generations. Building this gondola or widening the road is only going to inhibit the growth in the natural beauty of these canyons. Ask yourself what is gondolas purposes? Is it actually to give people more opportunity or is it just a benefit the private companies that are at the top of the canyon. They already make plenty of money they charge plenty of money people find a way to get there. If anything just make it a one-way up in the morning and one way down in the afternoon. Don't ruin the scenery don't ruin the mountains don't ruin something that's so beautiful for our state just to bring in more money

COMMENT #: 11819
DATE: 9/2/21 4:47 PM
SOURCE: Website
NAME: Mary Yedlin

COMMENT:

I live [REDACTED] and support the Enhanced Bus Service option coupled with a reservation system for parking at the resorts for the following reasons:

- It is more flexible and less impactful to the ambiance of the canyon.
- UDOT could further lessen environmental impact by using electric buses.
- There are relatively few days during the winter when the canyon has to be completely closed, and the bus option can be adapted to various needs throughout the year.
- The ski resorts can only accommodate a certain number of people - and there are complaints already about long lift lines.
- This option could also be beneficial during busy summer weekends and/or events and can include stop offs at trail heads.

On the other hand, the Gondola option:

- Destroys the look of the canyon with immense structures.
- Benefits only the resorts - and can lead to over-capacity.
- Costs to taxpayers are higher.
- Builds infrastructure that is not really needed in the summer.

COMMENT #: 11820
DATE: 9/2/21 4:48 PM
SOURCE: Website
NAME: Mark Frederick

COMMENT:

Why was the interconnect not considered? This would have clearly been the best solution. Take all the cars coming from PC off the road.

Otherwise i support the gondola option.

COMMENT #: 11821
DATE: 9/2/21 4:49 PM
SOURCE: Website
NAME: Elizabeth Wyman

COMMENT:

While I dislike either option, I prefer the bus solution as it serves the many different recreational needs of people throughout the year. Personally, I love hiking in the summer and would be very inclined to take a bus to a trailhead and save me from driving and having to park in a crowded lot or on the side of the road. A gondola would not enable me to access trails that are not reasonably proximal to Alta or Snowbird.

COMMENT #: 11822
DATE: 9/2/21 4:50 PM
SOURCE: Website
NAME: David Amott

COMMENT:

NO to the gondola. YES to the bus or other form of mass transit.

COMMENT #: 11823
DATE: 9/2/21 4:50 PM
SOURCE: Website
NAME: Andrei Kachurin

COMMENT:

We need a wide good road (not a gondola) and electric buses.

COMMENT #: 11824
DATE: 9/2/21 4:51 PM
SOURCE: Website
NAME: Laura Skousen

COMMENT:

I do not like either the gondola or widened bus lane. I do not support widening the road and I think the gondola is too expensive, unfeasible and really does not mitigate the true problem. I would support some sort of trolley or light rail system-something similar to what Zion National Park system does with the shuttles. It really seems to work down there.

COMMENT #: 11825
DATE: 9/2/21 4:53 PM
SOURCE: Website
NAME: Trinh Bui

COMMENT:

I believe we should pursue a less invasive intervention to the problem rather than something that will permanently alter the canyon forever. The canyons are a natural wonder that brings in tourists from all over the world. There are other options like increased bus services and no cars at the canyon before drastic ones.

COMMENT #: 11826
DATE: 9/2/21 4:54 PM
SOURCE: Website
NAME: Nolan Penning

COMMENT:

The valley and even benches have some very major roads that give a raw industrial feel. To the visitor to SLC this is a bit of a shock, and disappointment given the background beauty of the mountains behind the valley is so stunning.

Every effort to not increase road width and/or increase the level of traffic should be one of the goals. Because, the canyons are the city's sanctuary from the summer heat and winter inversion (surprise surprise both increased by the automobile).

So, my choice would be the gondola.

COMMENT #: 11827
DATE: 9/2/21 4:55 PM
SOURCE: Website
NAME: Matthew Sibul

COMMENT:

I support the bus option compared to the gondola. The gondola only stops at Snowbird and Alta. It's corporate welfare!

The canyons are to be enjoyed by everyone, not just rich skiers. From a transportation equity perspective it is shameful. Also, the bus should be run year-round and not just in the winter.

Moreover, the rail option should be brought back to the table. It was eliminated for the wrong reasons, and is the only alternative that could properly connect to the regional rail system that has been built over the past 20 years.

Thanks for listening.

COMMENT #: 11828
DATE: 9/2/21 4:55 PM
SOURCE: Website
NAME: Cindy Diaz

COMMENT:

I agree with Mayor Wilson the the League of Women Voters.

COMMENT #: 11829
DATE: 9/2/21 4:56 PM
SOURCE: Website
NAME: Chrissy Wong

COMMENT:

Even though the gondola looks nice when finished, the amount of construction to build it in this fragile canyon makes the shuttle bus lane a better option. We will lose so many rock climbing spots as well if the gondola goes in.

COMMENT #: 11830
DATE: 9/2/21 4:56 PM
SOURCE: Website
NAME: Claire Russon

COMMENT:

I am strongly against this proposal. It harms treasured, irreplaceable recreation and alters the very heart of Little Cottonwood Canyon. It is not worth the damage it does to an invaluable area. Please reconsider.

COMMENT #: 11831
DATE: 9/2/21 4:56 PM
SOURCE: Website
NAME: Camille Jensen

COMMENT:

NO to the gondola alternative.

COMMENT #: 11832
DATE: 9/2/21 4:58 PM
SOURCE: Website
NAME: Chip Herron

COMMENT:

I feel the Gondola will provide the best solution to the congestion issues in Little Cottonwood Canyon, downtime do to weather would be a concern but if the weather is that poor, the resorts would be closed or limited.

The bus lane would create more congestion in the canyon; one more lane to drive in; and have the same concerns about weather as we have today. The extra lane (s) would be difficult to enforce as well.

COMMENT #: 11833
DATE: 9/2/21 4:59 PM
SOURCE: Website
NAME: Denise James

COMMENT:

It think they all stink, its going to cost us skiers more to go for day of skiing if you dont get out money from charge us to drive up the road , your going to charge us for the gondola ride and for train. some of dont want to ride the bus, or gondola or train. we want to drive our cars. it not enough that season pass and lift ticket cost so much you people think we are maid out of money. you say you are protecting the environment , you are going to more damage by your proposals than by leaving it alone. I am not happy about any of it it going to cost me to park on the weekends and now to drive up the road to get there. it sucks.

COMMENT #: 11834
DATE: 9/2/21 4:59 PM
SOURCE: Website
NAME: Scott Chandler

COMMENT:

Could an elevated light rail system, maybe an extension of UTA's TRAX system, be a viable idea?

In Colorado they elevated I70 through Glenwood canyon. It blends in well with the surroundings and is high enough to not be effected my snow slides.

This would allow for a greater volume than the tram idea (which is a cool idea) and, being rail, have greater safety than busses.

COMMENT #: 11835
DATE: 9/2/21 5:01 PM
SOURCE: Website
NAME: Therese Berry

COMMENT:

The two UDOT preferred alternatives in the Draft EIS selected for Little Cottonwood Canyon; the gondola and additional bus lanes, would have an unacceptable impact on Little Cottonwood Canyon overall, severely impacting the climbing experience, and the year-round dispersed recreation access throughout all of Little Cottonwood Canyon. UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs BEFORE any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape. Both UDOT proposals threaten the myriad recreation opportunities of our beloved Canyon. These proposals perpetuate environmental marginalization and injustice in the Wasatch Front. UDOT must find new alternatives!!!

COMMENT #: 11836
DATE: 9/2/21 5:01 PM
SOURCE: Website
NAME: Gregg J Riker

COMMENT:

Best option of the 3. Something has to change. Lacaile parking is not a great option. What about downstream traffic from city, wasatch blvd. one doesnt work without the other.

COMMENT #: 11837
DATE: 9/2/21 5:02 PM
SOURCE: Website
NAME: James Fehlig

COMMENT:

I support the enhanced bus service option since it seems the most flexible for long-term future use. I think canyon usage patterns well into the future are too unknown and variable for the gondola option.

COMMENT #: 11838
DATE: 9/2/21 5:03 PM
SOURCE: Website
NAME: Anna Schle

COMMENT:

please prioritize buses - they have the flexibility of moving up in scale (a bus only lane) and can be powered from electric. a gondola is a logistical nightmare, let alone the fact that it would not work as well as we would hope it would.

COMMENT #: 11839
DATE: 9/2/21 5:04 PM
SOURCE: Website
NAME: Justin Halversen

COMMENT:

I strongly feel that a passenger rail solution for canyon transportation improvements needs to be seriously considered a primary option over a gondola and/or street widening/additional bus solutions. A gondola system running up the canyons will be an absolute eyesore and provided limited accessibility to areas other than the main ski resorts. Street widening will only further promote and increase personal vehicle traffic and is moving in completely the wrong direction. It will only make the situation worse as it prolongs the problem to a later point in time. Buses are unreliable, inconvenient and uncomfortable. I see a passenger rail system as solving all of the aforementioned problems that the other considerations create. Increased bus services is the best short-term "band-aid" solution, but should only be used as an intermediate solution as a rail system is being constructed, and then phased out or reduced once the rail system is operational.

COMMENT #: 11840
DATE: 9/2/21 5:05 PM
SOURCE: Website
NAME: Wolfgang Morlock

COMMENT:

Please do not take away are beloved sacred mountains the memories and love there is unreal

COMMENT #: 11841
DATE: 9/2/21 5:05 PM
SOURCE: Website
NAME: Alana Felt

COMMENT:

I support a wild and healthy ecosystem that provides our water, supports 1,200 species of plants and animals, and is depended upon for healthy outdoor recreation by millions of people both locals and visitors each year. We don't need elaborate gondolas or expansion of the roadways that damage the magnificent Wasatch Mountains. Below are six actionable solutions that will meet or exceed UDOT's goals, all the while protecting what makes the Wasatch unique and inspiring.

UDOT's goal of 30% reduction in private vehicles could be accomplished without major construction but requires higher vehicle occupancy during peak hours, weekends and holidays. By requiring 4 or more people in cars that enter these canyons, you could remove 50% of the current vehicles in the canyon, 20% more than UDOT's \$500 million+ solution in search of a problem.

A flexible YEAR-ROUND bus system that gets people out of their cars, nearer their origins (homes, hotels, work, etc), aided by canyon centers across the valley where you can park your car, visit outdoor shops, get food and drink, even have affordable housing.

Increase enforcement of the UDOT Cottonwood Canyon sticker program to ensure vehicles are compliant with snow tire and chain requirements under the Traction Law, making the traction inspection part of vehicle inspections. Some weather events (or known busy days) may warrant banning private automobiles in the canyons.

Innovate and implement an occupancy-based toll to increase vehicular occupancy from current 1.7 people per vehicle to 4.

Big Cottonwood Canyon users parking at "LCC mobility hubs" - If people going into Big Cottonwood Canyon make use of the LCC mobility hubs demand and crowding will increase, but this hasn't been included in UDOT's scope.

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.

As a Salt Lake City native, I hope to see you protect the Wasatch, forgo the damaging development that only helps two resorts and engage with local conservation and community groups to advance robust solutions to the year-round transportation, recreation and conservation issues confronting our watershed canyons.

COMMENT #: 11842
DATE: 9/2/21 5:05 PM
SOURCE: Website
NAME: Ariadna Thurman

COMMENT:

Please, consider the environment. Think of all the animals that will be killed on the road, the greenhouse emotions, and so many other devastating consequences that expanding the road will bring. Building the gondola will not only reduce human negative impact, it will reduce traffic jams and it will increase the touristic value of the area. Time over time it has been proven that expanding roads do not decrease traffic, it actually does the opposite, it incentivizes people to depend on cars. People will car pool less, will take the bus less and it will at the end not solve the problem.

I think pretty much we know pretty much that most people want the gondola to be built, so please consider our opinion and do something that will mark a precedent for future infrastructure endeavours and the Utahns' commitment to treasure our natural resources.

COMMENT #: 11843
DATE: 9/2/21 5:06 PM
SOURCE: Website
NAME: Nate Gibbon

COMMENT:

Neither the gondola nor the road widening options should be considered until further traffic mitigation strategies (tolling, increased bus service, limits on the number of the people in the canyon) have been exhausted. My wife and I moved to Salt Lake City for the natural beauty, and if government agencies would so hastily permanently deface this landscape, I don't see any reason why we should stay here in the long term.

COMMENT #: 11844
DATE: 9/2/21 5:06 PM
SOURCE: Website
NAME: Neal Gerber

COMMENT:

Hello my name is Neal Gerber and I am an avid rock climber and it was one of the reasons why I moved to Salt Lake. I am appalled by the short sightedness by both plans proposed by UDOT. On one hand the gondola ignores all other user groups of the canyon and panders to only skiers and not really skiers but the ski resorts.

I don't know how anyone could possibly justify such an expensive project that's sole purpose is to line the pockets of the ski resorts. Not only that but the gondola would destroy rock climbs which are an important and limited resource to Salt Lakes identity and tourism. The widening of the road while allows other user groups to move more quickly though the canyon it still destroys a part of history and threatens user groups that are not skiers by destroying trails and rock climbs. I implore all of those concerned to search for solutions that do not pander to big money and show the middle finger to users that have enjoyed the canyon for decades.

COMMENT #: 11845
DATE: 9/2/21 5:08 PM
SOURCE: Website
NAME: Justin Boyer

COMMENT:

Do not make the gondola! Buses work better!

COMMENT #: 11846
DATE: 9/2/21 5:09 PM
SOURCE: Website
NAME: Steven Henke

COMMENT:

Hello and thank you for your time. I support neither option UDOT has proposed as a solution. I only foresee damage from the gondola or road widening solutions and do not believe that they address the real concerns of the traffic in the canyon. I ski and rock climb in little cottonwood 3 times a week minimum and am very familiar with traffic patterns and needs. I support Salt lake Climbers Alliance and WASATCH BACKCOUNTRY ALLIANCE. Both of these groups understand the communities needs better than those who visit the resort only a few times per year. Please try more affordable options before creating such an eye sore in little cottonwood. Please do not widen the road! This is devastating for our climbers (resource for out of state visitors and locals) and for our local ecosystem. We need more busses that can support our ski resorts and trailheads. Not just the pockets of Alta and Snowbird. Please, Please try alternative options first and study the impact of either solution further. We need a study to understand the holding capacity of our resorts and mountains. Not just a way to transport skiers who are only on the mountain a short part of the year. I Support increased bussing without road widening.

COMMENT #: 11847
DATE: 9/2/21 5:10 PM
SOURCE: Website
NAME: Justin Wettstein

COMMENT:

Little Cottonwood Canyon is a unique and integral part of the identity of the Wasatch Front. The rapidly increasing population of the Salt Lake Metro Area combined with the world class skiing, hiking, climbing and biking has led to our current state of needing a sustainable transportation solution that serves all of the aforementioned activities. The two highlighted preferred alternatives (Enhanced Bus Service in Peak-Period Shoulder Lane and Gondola Alternative B) will cause irrevocable damage to this precious and finite resource that many of us cherish. Additionally, the Gondola Alternative will only serve the ski resorts while ignoring the needs of the other recreational users of the canyon. I believe we should not be looking for ways to drastically increase the number of people that can occupy the canyon at a single time. I am in favor of an Enhanced Bus solution combined with peak-period tolling of personal vehicles to reduce the traffic. Personally, if a more frequent bus and parking was available, that was subsidized by the canyon tolling, I would be much more likely to utilize it. This solution will reduce traffic without requiring any new construction within the canyon proper. Little Cottonwood Canyon is an invaluable piece of the fabric of our community and we should seek to maintain access for all users while limiting the environmental and visual impact of any proposed transportation solution.

COMMENT #: 11848
DATE: 9/2/21 5:12 PM
SOURCE: Website
NAME: Eileen Elam

COMMENT:

I love the gondola. It just makes sense. No more worries about avalanches and it is lovely way to get up the mountain.

Also, we won't need to worry about getting snowed in which happened to us 2x.

COMMENT #: 11849
DATE: 9/2/21 5:14 PM
SOURCE: Website
NAME: Ryan Hunter

COMMENT:

This plan is bad. Continued development in our canyons will destroy what makes them special. If we want to fix transit in our canyons create incentives for people to not drive.

COMMENT #: 11850
DATE: 9/2/21 5:15 PM
SOURCE: Website
NAME: Aaron White

COMMENT:

don't do a gondola - really dumb idea that will ruin the beauty of the canyon. Just charge a fee to anyone that wants to go up the canyon

COMMENT #: 11851
DATE: 9/2/21 5:16 PM
SOURCE: Website
NAME: Melissa Alm

COMMENT:

Please do not approve the gondola for our small canyon. Increasing traffic to an already well trodden area does not balance the need to preserve the beauty of our area with the desire of people to enjoy that beauty. Perhaps look at the bigger picture on how to protect the area before deciding on ways to facilitate more traffic.

COMMENT #: 11852
DATE: 9/2/21 5:16 PM
SOURCE: Website
NAME: Lauren Nye

COMMENT:

We don't always need to allow access to all outdoor spaces. Preservation of the environment and animal habitats should be a priority. Please no gondola.

COMMENT #: 11853
DATE: 9/2/21 5:16 PM
SOURCE: Website
NAME: Jennifer Guggenberger

COMMENT:

No Gondola, more buses with roadway widening. No Gondola.

COMMENT #: 11854
DATE: 9/2/21 5:17 PM
SOURCE: Website
NAME: Amy Sapulski

COMMENT:

I think the gondola is our best choice for the long term solution

COMMENT #: 11855
DATE: 9/2/21 5:18 PM
SOURCE: Website
NAME: Sarah Hansen

COMMENT:

Please don't install gondolas. They're an eyesore and will ruin the pristine views of the canyons. It's a huge amount of money. I grew up in Cottonwood Heights and still live here. I have many fond memories of spending Saturdays in ski school. We need more bus stations farther away. It's a nightmare to get out on Wasatch Blvd with heavy traffic. I know the school bus has even been a couple hours late picking up students because of such heavy traffic.

COMMENT #: 11856
DATE: 9/2/21 5:19 PM
SOURCE: Website
NAME: Katie Worley

COMMENT:

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we 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. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation
- Tolling to manage canyon capacity
- Reduced or free bus ticket prices on busy weekends
- Increased funding to support more buses
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd
- Shuttles vans to transport dispersed recreation users to trailheads
- Express bus and shuttle routes that deliver people directly to their destination
- Optimized ski resort navigation to reduce resort congestion
- Traffic controls
- Double stacking
- Managed- and reversible-lane alternatives

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. Increased capacity will also inevitably lead to increased ski resort expansion pressures. I am against any future ski resort expansion outside of their current footprints.

COMMENT #: 11857
DATE: 9/2/21 5:20 PM
SOURCE: Website
NAME: Jared White

COMMENT:

Leave the canyon alone. With how busy SLC is becoming it's these close natural amenities we have that make it a great place to live. Putting a gondola within that view shed is just a disgrace. The bus option is clearly the better situation. This isn't all about the ski season. other people use the mountain. And not everyone wants huge structures going up the canyon for ski season.

COMMENT #: 11858
DATE: 9/2/21 5:20 PM
SOURCE: Website
NAME: Monte Yedlin

COMMENT:

I actually would prefer neither option and push the decision out until it is actually necessary. If I had to choose between the two, I would prefer the enhanced busing.

Once the roads are widened or the gondolas built, there is no future alternative.

When I look at a 50 foot obnoxious power pole and realize that I will be looking at 22 obnoxious gondola towers that will be 5x as high, it is hard to imagine enjoying the view up or down LLC.

I also cannot imagine the gondola parking not creating more traffic on the busy days.

I think we best resolve the issue initially with an automated toll system at the mouth, with improvements to the system over time. Then decide in 5,10,20 years if road widening or gondolas are necessary.

COMMENT #: 11859
DATE: 9/2/21 5:20 PM
SOURCE: Website
NAME: Johanna Kelly

COMMENT:

I am strongly against the gondola alternative; the infrastructure required to build the gondola will permanently alter the look of Little Cottonwood Canyon in a negative way. As someone who works, recreates and lives in the canyon I think this would be a travesty. The alternatives of enhanced bus service, mobility hubs, tolling and addressing parking issues is a much more logical approach that respects the essence of LCC- which is to come to enjoy the mountains, not pay for a novelty ride on a gondola.

COMMENT #: 11860
DATE: 9/2/21 5:22 PM
SOURCE: Website
NAME: Jon Woods

COMMENT:

Gondola get my vote. Same should be do BCC. Work something for season pass holders that gondola is free or priority boarding. Charge to drive up.

COMMENT #: 11861
DATE: 9/2/21 5:23 PM
SOURCE: Website
NAME: Tom Scharlow

COMMENT:

I've changed my mind. I use to be pro gondola,. Now I feel the only way to protect LCC is to limit access by number of vehicles allowed in the canyon at any given time.

COMMENT #: 11862
DATE: 9/2/21 5:24 PM
SOURCE: Website
NAME: Matt Bongard

COMMENT:

Little Cottonwood canyon should be protected from ideas proposed like the gondola and road expansion. The community of Salt Lake, Utah and visitors need transportation solutions that actually service the community, protects the environment, enhances access for all levels of users while preserving the natural ecosystem and protects our watershed.

Salt Lake City is in so much need of a better more enhanced public transit system. There is not enough infrastructure within the city to support this project and shows how short sighted the long term thinking has been. A more enhanced bus system has the least impact to the canyons. Options need to be viable for all users. I am also not in favor of options that only service greater access for those with more money. These are public lands and access to them for all people is paramount to the benefits of being in nature. A family picnic has just as much right to be in these canyons as skiers, climbers or any other users. These experiences should be persevered for everyone. Alta and other resorts need to pay for their share of the use and not expect to profit from tax payer dollars to make their business more exclusive.

COMMENT #: 11863
DATE: 9/2/21 5:24 PM
SOURCE: Website
NAME: Robert J. Santholzer

COMMENT:

I am a strong proponent of the gondola. Here is my reasoning.

We have moved to the Avenues in SLC 31 years ago from San Diego, CA. Have taught my then 5 y old daughter skiing in Solitude 30 y ago. We hiked to Lake Blanche when she was six. She skied Alta & Bird at age nine. We love to hike the canyons in the fall. We have lifelong memories.

Have been a proponent of a smart solution to the traffic congestion in Little Cottonwood Canyon for 30 years. Back then, favored a cogwheel train.

Happen to be by trade an engineering geologist. Have lived 12 y in Switzerland. Have worked on the freeway bridge across the River Rhine by St. Gallen, on the 10 miles long Gotthard tunnel through the Alps & on the train depot in Zurich right under the tarmac at the Kloten airport.

The gondola technology has come a long way in the last 20 years. It is my professional opinion the proposed gondola would be the best long-term solution. Not impacted by avalanches as the road or rail, it is also environmentally & aesthetically the best compromise.

The Swiss have very tough environmental laws, yet they have an ingenious & safe network of cogwheel trains, aerial trams & gondolas all over the Alps to grant access to them. We can & ought to do that much here.

COMMENT #: 11864
DATE: 9/2/21 5:27 PM
SOURCE: Website
NAME: Jess Stokes

COMMENT:

No gondola. Literally any other option is less damaging.

COMMENT #: 11865
DATE: 9/2/21 5:29 PM
SOURCE: Website
NAME: V M

COMMENT:

Please do not build the Gondola!! With the traffic congestion, building the gondola is not the solution. This is a precious watershed for the great salt lake area, and a lot of wildlife dealing in this canyon. Why we are always so short sighted to use the short term solution to solve the long term problem? Increase the bus routes, charging people for parking, encouraging people to use the park and ride... there are a lot of alternatives. Why do you want to cramp up more people with the ski resorts that have limited space for everyone? Especially when it is using the tax money to benefit two ski resorts

COMMENT #: 11866
DATE: 9/2/21 5:29 PM
SOURCE: Website
NAME: Jennifer Eden

COMMENT:

I feel the bus option without road widening is the best alternative however I feel that adequate experimentation with additional bussing and tolling should commence as soon as possible. I don't feel a final decision can be made in the absence of fully exploring how effectively we can incentive getting individual cars off the road. If the buses continue to compete with private vehicles, transportation will remain congested and problematic. I also feel that tolling gives preferential treatment to those with more resources and so, in addition to very high tolling, I feel there should be some permitting system which limits the number of days any individual can drive up the canyon in the winter. Fundamentally the goal here needs to be to get as many vehicles off the road as possible. Start with high tolling and parking permits and many, many more buses to see how this problem can be addressed. There also need to be options for other users to access trailheads.

COMMENT #: 11867
DATE: 9/2/21 5:30 PM
SOURCE: Website
NAME: Brad Rickards

COMMENT:

Please don't let a political mayor sway the factual and logical decisions. This should not be a political decision but now a days, it seems to be that way.

Thank you

COMMENT #: 11868
DATE: 9/2/21 5:30 PM
SOURCE: Website
NAME: Catherine Richards

COMMENT:

I live in Cottonwood Heights. Its time to get something done. The most efficient is added bus service! The gondola will take 5 years to build and get approvals for it. Where will you get that kind of money. Painful as it is--if both resorts started charging for parking, and there was added and enhanced bus service---the behavior would change. We need to stop talking and get into action.

COMMENT #: 11869
DATE: 9/2/21 5:30 PM
SOURCE: Website
NAME: Merebea Danforth

COMMENT:

I am writing as a former Alta resident and regular visitor to Little Cottonwood Canyon. I do not approve of a gondola up LCC and do not wish to see this happen. This approach does not honor the delicate environment of LCC. It would likely facilitate bringing more people up the canyon than the ecosystems can handle. Visitors would not be adequately dispersed. In addition, it would permanently scar the landscape. It would be visually unappealing. It would be loud. It would impact more areas than expanding the road. My family and I would likely reduce our visitation or stop visiting altogether if there were a gondola up LCC.

I would much prefer to see enhanced bus service in combination with a high toll or parking fees. The fees could be free or reduced for those carpooling with three to four or more people in a vehicle. Alta only "express" buses should be utilized. There should also be bus options. to the White Pine trailhead, an area the gondola would not be able to serve.

COMMENT #: 11870
DATE: 9/2/21 5:31 PM
SOURCE: Website
NAME: Jim Fairchild

COMMENT:

How to be brief?

If you live within blocks of beach area, you have people walking by your house, parking where they shouldn't some of the time...not ideal, but worth the perk of living beachfront and all that lifestyle provides you. Same thing if you're front and center at Little Cottonwood Canyon..a high end winter playground. Powder panic and resulting traffic issues are 20 to 30 days a year MAX. I HAVE LIVED RIGHT HERE FOR 20 YEARS, I KNOW! There is no need for a fat Wasatch Blvd with high speeds, more noise and an invitation to more development. .UNLESS, this is the plan!, to open the door to Developer projects and profit at the expense of the livability and aesthetic of our community. WE DO NOT HAVE OUR HEADS IN THE SAND!!!, WE ARE AWARE OF ALTERIOR MOTIVES !!! ----As to Up Canyon issues, please no Gondola, just a REAL bus system that is actually effective and specific park and drop areas at the right places, snowsheds for sure, and perhaps another lane up Canyon. In addition, put a toll at the bottom of the Canyon (locals buy a season pass) and a cap on how many cars can go up in a day. Once the cap is hit, time to take a bus. If you drive, you help pay to maintain the Canyon.

It makes sense to implement the less invasive ideas first, see the results, and then determine what if anything else is needed. To be honest, this community is offended and angry that UDOT seems to ignore the obvious--these grandiose ideas are designed to generate more profit for ski resorts and developers who are planning to develop the mouth of Little Cottonwood Canyon.. The gondola in particular is a joke. Do you really think this will solve the problems with overall flow in this Canyon!? If anything it will make them worse and a high probability that the general public will try the system once, and not come back. Its just not the right solution for this Canyon, incredibly invasive and not needed! Conclusion: 330 days a year we have no problem at the Mouth. Why would we destroy Cottonwood Heights/Wasatch for 30 days a year/ As to up Canyon, traffic and crowding is an issue for sure, and unfortunately its a year round problem.

Dropping people off at the ski resorts by Gondola will not alleviate the issues, just make the resorts more cash and paid for by the taxpayer---WRONG! This issues are at Tanners, White Pine, and other pull outs that the Gondola would never service. Better parking areas at the prime spots going up and down canyon, more restroom facilities at these locations, a bus system to serve these stops, base parking at 94th and Highland and by the gravel pit, snowsheds, perhaps a dedicated bus lane, tolls to help pay for it all. This is what a smart and tuned in Transportation Dept would do, unless they are in the back pocket of development interests based on greed and expansion at the expense of the people who live here and the ambiance that makes them want to call it home.
Thanks for reading

COMMENT #: 11871
DATE: 9/2/21 5:31 PM
SOURCE: Website
NAME: Ryan Smith

COMMENT:

I keep hearing from numerous sources that this is a done deal and you're going to approve the gondola. I hope that's not the case and these comments are in vain.
Before you spend 1/2 Billion try mass transit and limit access to buses and those that live and work in the Canyon. What about a capacity study?
So many unanswered questions and vested interests of a select few that appear will drive this decision. Sad.

COMMENT #: 11872
DATE: 9/2/21 5:32 PM
SOURCE: Website
NAME: Steve Pronovost

COMMENT:

I endorse UDOT doing the absolute minimum to increase vehicle and user numbers in LCC. Alta and Snowbird are private stakeholders and should bear the cost of any additional investment in the canyon beyond that required for public safety. For the state to invest public dollars for the benefit of these resorts is wrong. To do this at the cost of further degrading a significant public resource----- an irreplaceable watershed----- makes no sense whatsoever. If there is significant need to move more people up the canyon, I suggest that the safest, most cost-effective and fiscally sound way is to limit private passenger traffic in the canyon to only landowners and commercial vehicles transporting at least 8 people. This would significantly decrease travel time while increasing both road and water safety.

COMMENT #: 11873
DATE: 9/2/21 5:35 PM
SOURCE: Website
NAME: Anibal Roman

COMMENT:

A train system will be most efficient. Especially with the ever growing population thevtrain systems have proven themselves in many different countries. Can't deny what has already been proven.

COMMENT #: 11874
DATE: 9/2/21 5:36 PM
SOURCE: Website
NAME: Steven Miller

COMMENT:

Adamantly opposed to Gondola. New construction in LCC would be an eye sore compared to the natural beauty of the canyon. I'm also against widening wasatch blvd and adding a lane up LCC for similar reasons although this is more acceptable. Skiing at the top of an avalanche prone canyon comes at the expense of wait times. Great things cost time. I'm okay with that. I do not want to support extra construction in a place I love. Extra busses/car pooling, tolls on cars, and less tolls for those car pooling is weight cheaper and more environmentally friendly.

COMMENT #: 11875
DATE: 9/2/21 5:39 PM
SOURCE: Website
NAME: Andrew Dudik

COMMENT:

Let's think about the worst day in Little Cottonwood traffic, days when the snow falls heavily and avalanche mitigation efforts close the road, there is a major back up that permeates throughout the valley. Everyone is fighting for the finite parking spots at the top of the canyon. No one wants to take the busses that are clogged in the same traffic. Worse yet, 5-10 individuals decided to head up the canyon in two wheel drive vehicles that get stuck and end up off the road, or directly in the center of it. Last year, we experienced the added flair of COVID precautions leading to people driving separately, an experience we hopefully will not repeat this year.

It seems to me that the best approach to begin mitigating traffic problems goes like this:

- 1) Enforce the existing laws and keep vehicles that are not capable of keeping traffic flowing OUT of the canyon once and for all. Levy massive fines for violators. If you have not invested in a vehicle that can make it, take the bus.
- 2) Make it easier to carpool (and take the enhanced bus service). Build a large parking garage people can use to easily put a crew together to head up the canyon. Make it free to use on the worst days (or always). Even charge a tax on the ski resorts for it if you would like. We could all use less emissions from burning gas driving up the canyon anyway. The resorts love Protect Our Winter so they should be happy to support a green initiative.
- 3) BUILD SNOW SHEDS!!! They do this in every mountainous region with significant avalanche threat and tourism associated with winter. We should do it here to make sure traffic can move on a higher percentage of days and with less delays.

ONLY after better bussing, carpooling, enforcement of traction restrictions, and snow sheds we can discuss destroying the bouldering, the viewshed, stripping out backcountry ski access and every other terrible thing that comes with gondolas (including using public funds to subsidize rich ski resort owners) and road expansion projects. There is plenty of low hanging fruit before we start spending huge amounts of cash on enormous projects that fundamentally change the access, burning infrastructure allocations and alter the nature of little cottonwood canyon year round for the 10 or so days a year that we experience the worst issues.

Seems to me like we have stuck our heads in the sand for too long, ignoring the issues surrounding SR210. We do not need a home run before we even try to hit a couple singles.

COMMENT #: 11876
DATE: 9/2/21 5:41 PM
SOURCE: Website
NAME: Sara Atcheson

COMMENT:

I do not support the proposed road widening and gondola service that would result in the destruction of rocks in LCC. I do not ski, I climb. I moved here to climb, not to ski. I do not believe access for skiers takes precedence over maintaining the canyon as is.

COMMENT #: 11877
DATE: 9/2/21 5:43 PM
SOURCE: Website
NAME: Tracie Braun

COMMENT:

Gondola

1. Gondola will not increase pollution 2. Gondola will support tourism 3. Gondola will be an “eye catching experience” 4. Gondola will provide more reliable access

COMMENT #: 11878
DATE: 9/2/21 5:44 PM
SOURCE: Website
NAME: Drew Keeve

COMMENT:

Hi, Drew Keeve here, a seasonal worker in LCC for the past 4 years and have recreated in the canyon for many more. As an avalanche professional, backcountry traveler, and user of SR 210 on a daily basis, I agree that this canyon presents transportation challenges of a unique nature. I appreciate the all the efforts that are going towards a sustainable future for this canyon. With recent developments in the ski industry, in addition to the pandemic, skier and recreation numbers are increasing in the canyon, and elsewhere. Multi-resort passes, remote employment, the 2020 spring resort closures, all are resulting in more and more people skiing inbounds at Alta and Snowbird, and backcountry skiing.

Measures to improve the transportation in and out of the canyon are well-intentioned, however, the root of the problem is an increased population attempting to use a fixed amount of space. While data and projected numbers regarding transport options is great, we need to be studying the capacity limits of LCC. The past two winters, I have witnessed an overcrowded backcountry that is increasingly unsafe due to the sheers number of users operating independently in an avalanche prone area. If safety is our priority in our decision making, it is simply unsafe to enable more and more people to be in the canyon at one given time. I'm not against improved transport options, but it isn't going to solve the problem, and in fact, I see it creating more in the future. I'd hate to see it as much as the next guy, but a small yet ridiculously popular outdoor recreation area 20 minutes from a large city may require permitting or daily entry caps.

Thank you.

Drew

COMMENT #: 11879
DATE: 9/2/21 5:44 PM
SOURCE: Website
NAME: Robert Voye

COMMENT:

i'm in favor of enhanced bus service up the canyon with tolling of cars at the mouth.

COMMENT #: 11880
DATE: 9/2/21 5:46 PM
SOURCE: Website
NAME: Bryant Leech

COMMENT:

As a person that lives near little cottonwood canyon I can say additional bus option would provide no benefit at all. This is one of the worst roads in the country and anything that relies on that is doomed. However the gondola provides a much safer, cleaner and more efficient option and I personally will likely choose this option for most of my days up the canyons.

COMMENT #: 11881
DATE: 9/2/21 5:47 PM
SOURCE: Website
NAME: Justin Parker

COMMENT:

Please opt to do nothing! While both of these approaches focus on getting more people up LCC, the resorts themselves cannot handle more people!! Lift capacity cannot handle more people. There is already 1 hour plus waits to get on a lift at Alta and Snowbird every time it snows, please don't add more people and chaos to the mix!

COMMENT #: 11882
DATE: 9/2/21 5:47 PM
SOURCE: Website
NAME: Lindsay Anderson

COMMENT:

I have spent years building and maintain trails to climbing areas in little cottonwood. I strongly disagree with either decision. I believe there are more cost effective options that don't require construction. Please protect this resource that I have spent years supporting and protecting

COMMENT #: 11883
DATE: 9/2/21 5:48 PM
SOURCE: Website
NAME: Kristen Bonner

COMMENT:

No gondola, please!!! Increase bus frequency and add stops, please!

COMMENT #: 11884
DATE: 9/2/21 5:48 PM
SOURCE: Website
NAME: Robert Voye

COMMENT:

i'm in favor of enhanced bus service up the canyon with tolling of cars at the mouth.

COMMENT #: 11885
DATE: 9/2/21 5:48 PM
SOURCE: Website
NAME: Valerie Yoder

COMMENT:

I support the enhanced bus option because I think it is more flexible in the long term. Buses could be added or reduced as visitor volume changes. In addition the gondola option still requires a lot of traffic to the gondola base, while greater bus service means traffic and parking needs are more dispersed around the valley.

COMMENT #: 11886
DATE: 9/2/21 5:50 PM
SOURCE: Website
NAME: Matthew Podolinsky

COMMENT:

I do not think a gondola is the right choice. It benefits the ski resorts but the tax payers pay for it. Not good

COMMENT #: 11887
DATE: 9/2/21 5:52 PM
SOURCE: Website
NAME: Ann Hallows

COMMENT:

What happened to the light rail option? The bus option is definitely not working...the Gondola option just seem like a big money maker and will eliminate families like ours from being able to continue to engage in a sport we have loved since 1970.

The costs continue to increase and are eliminating families of Utah from participating!!! Please consider families and their ability to afford any option on the table!!!

COMMENT #: 11888
DATE: 9/2/21 5:53 PM
SOURCE: Website
NAME: Grant Luttmer

COMMENT:

I think the lest objectionable alternative is more bus service which includes better parking structures near by the canyon. The tram idea is too expensive and doesn't solve enough problems. There should be avalanche sheds for major slide areas and a third lane to be used by buses, were possible, which can be used up canyon in the morning and down canyon in the afternoon. Salt Lake County locals should be able to buy a season pass to use the canyon. Tourists can use the bus. Why should I be penalized for the resorts increasing traffic by selling Ikon passes that have increased traffic congestion.

COMMENT #: 11889
DATE: 9/2/21 5:54 PM
SOURCE: Website
NAME: Meg Emory

COMMENT:

I don't believe expanding the road or especially the gondola are valuable options to the community. The gondola is strictly servicing the ski resorts and expanding the road would also negatively impact the environment and recreation in the canyon. I believe the city needs to look further into funding options for expanding the bus system instead of these 2 options as last resorts.

COMMENT #: 11890
DATE: 9/2/21 5:54 PM
SOURCE: Website
NAME: Elizabeth Walsh

COMMENT:

Mass transit will not work until it is a better option than driving. The gondola will be used by some, but as many people as there are parking spaces will still be traveling up in their own cars because it's still easier and faster. Increasing efforts to improve the existing bus system using existing infrastructure is most desirable before considering large-scale options like installing a gondola or widening SR 210. Bussing that increases ridership should be a priority. Bussing should: include many more buses, better buses (electric?), and more routes to the buses that go up LCC. Tolls and parking fees must be utilized to encourage people to take the buses. Choosing between a gondola and widening the road before trying out these other options is misguided.

COMMENT #: 11891
DATE: 9/2/21 5:58 PM
SOURCE: Website
NAME: Melissa Helquist

COMMENT:

I am NOT in favor of the Gondola option as its effectiveness for getting people up the canyon quickly is dubious. The gondola cost is staggeringly expensive for such a marginal benefit for skiers, and no benefit for anyone else.

I am in favor of a phased plan to privilege busses in the canyon on what would be high-congestion days (if only cars went up). I am not in favor of lane widening until busses are first tried on existing roads. This has the advantage also of being flexibly implemented almost immediately, and would serve an acute need that the gondola would never serve.

COMMENT #: 11892
DATE: 9/2/21 5:58 PM
SOURCE: Website
NAME: Elise Serena

COMMENT:

Don't do it

COMMENT #: 11893
DATE: 9/2/21 6:00 PM
SOURCE: Website
NAME: Mike Perez

COMMENT:

With regard to the EIS proposal of LCC, I believe it is crucial to our environment and our culture within SLC to take route of the least impactful alternative and gather baseline data how the traffic situation was alleviated after it enactment. i.e. the electric bus plan. To think that any part of the canyon would be slated to be destroyed to make way for a gondola just doesn't make sense. It also would show future generations that we consider profit more valuable than taking care of the nature that we live in. I agree that there are congestion issues, but please try the busses first before destroying 100+ boulder problems that have been a part of these mountains since before many of us were born. If we facilitate decisions that begin to turn our mountain ranges into the sterile silver skyline that is our new downtown then we truly cast our morals to the wind and have less and less culture and history to pass on to the next generations.

Thank you.

COMMENT #: 11894
DATE: 9/2/21 6:02 PM
SOURCE: Website
NAME: Nate Chapple

COMMENT:

Yes to the gondola!! Definitely the best long term solution! I lived at the base of LCC for 6 years, working up at The Bird and a Gondola would've been amazing!

COMMENT #: 11895
DATE: 9/2/21 6:02 PM
SOURCE: Website
NAME: Rylan Young

COMMENT:

This is a very expensive, unnecessary, useless gondola project more buses would help with traffic in the canyon. Using an electric transit system would be much better for the daily routines of bus routes. "

COMMENT #: 11896
DATE: 9/2/21 6:06 PM
SOURCE: Website
NAME: Austin Shelley

COMMENT:

The benefits the gondola provides does not balance or outweigh the cons. Keep the canyon beautiful and public, without exploiting it through private parties.

COMMENT #: 11897
DATE: 9/2/21 6:07 PM
SOURCE: Website
NAME: Skyler Frick

COMMENT:

Please find a solution that saves the precious boulders along side the road. Once they are affected the climbing will never be the same. We have a world class bouldering area in the canyon just like the ski resorts are world class. Please consider our user group too.

COMMENT #: 11898
DATE: 9/2/21 6:08 PM
SOURCE: Website
NAME: Brooke Rasina

COMMENT:

Adding a gondola won't only destroy the views in the canyon, but it will create so much unnecessary destruction. Simply increasing the bus services (but not widening the roads) could greatly alleviate the strain.

COMMENT #: 11899
DATE: 9/2/21 6:09 PM
SOURCE: Website
NAME: Nathan Waterfall

COMMENT:

I think the gondola concept is a fantastic way to sustainably ensure access to our beloved mountains for years to come!

COMMENT #: 11900
DATE: 9/2/21 6:09 PM
SOURCE: Website
NAME: Sofia Clark

COMMENT:

I believe the right thing to do before taking any course of action, whether that be a gondola or a bus lane, would be to conduct a canyon capacity study. I find it completely insane to have not done this already considering that both “solutions” will only allow for more people to enter the canyon. Overcrowding in LCC could lead to a number of environmental issues. We all know that the resources and recreational areas within LCC are finite. There’s must be a limit on the number of people allowed to enter little cottonwood on a day to day basis and I also believe that local tax payers should receive some form of priority. But first things first, we need to know how many people Little Cottonwood Canyon can even hold.

COMMENT #: 11901
DATE: 9/2/21 6:12 PM
SOURCE: Website
NAME: Mathias Sanyer

COMMENT:

As someone who grew up skiing at Alta I have great stake in seeing it managed well, I love this canyon. I think choosing to expand the bus lanes or build the gondola is short sighted and not dealing with the actual issue: limiting the number of cars and people in the canyon. Simply put a max number of vehicles that can be at each resort daily, require reservations for said vehicles, then make a limit of vehicles that can enter the canyon to stop at non-resort destinations, charging a small fee. Lastly, have free bus travel that runs every 10-15 minutes from a transport hub. There is no reason to build anything else in the canyon, just actually limit personal vehicles. Make the resorts limit cars and people, don't just dump people there.

COMMENT #: 11902
DATE: 9/2/21 6:14 PM
SOURCE: Website
NAME: Jay Patel

COMMENT:

I don't believe a gondola is a good long term solution to the problems facing Little Cottonwood Canyon, and while road widening + bus system is a more versatile solution it is excessively drastic and impactful. As a SLC resident I'd implore the state to look at other solutions that don't ignore the thousands of people that love Little Cottonwood Canyon as more than just a skiing destination, but a place full of wonderful camping, hiking, and climbing

COMMENT #: 11903
DATE: 9/2/21 6:15 PM
SOURCE: Website
NAME: Paul Godot

COMMENT:

Gondola is a bad idea. It is more expensive long term than bus alternative and provides little to no flexibility. It is a fixed asset that will require continuous maintenance at a greater cost than the bus option.

Enhanced bus option is the best alternative. It provides flexibility to deploy assets and to upgrade the system with the latest technology, thus limiting the carbon foot print.

COMMENT #: 11904
DATE: 9/2/21 6:15 PM
SOURCE: Website
NAME: Mathias Sanyer

COMMENT:

There is no reason to build anything, all you have to do is actually the number of people going to resorts and the vehicles. Make resorts limit personal vehicles and require a reservation, allow a set number of none resort vehicles up the canyon for a small fee, then free 10-15 minute buses leaving from a transport hub. No ridiculous road expansion or gondola boondoggle required.

COMMENT #: 11905
DATE: 9/2/21 6:18 PM
SOURCE: Website
NAME: Charity Wyatt

COMMENT:

Rather than the gondola or added bus lane, I think the other measures outlined (better options for park and ride, tolling for low occupancy vehicles, enforcing snow tire requirements, etc.) should be tried first. The gondola and expanding the shoulder lane are both too expensive and would damage the canyon irreparably.

COMMENT #: 11906
DATE: 9/2/21 6:22 PM
SOURCE: Website
NAME: Tom Shepard

COMMENT:

Please hold off on any construction. There must be better ways to solve this problem than to make permanent changes to the canyon with a gondola or wider road.

COMMENT #: 11907
DATE: 9/2/21 6:22 PM
SOURCE: Website
NAME: David Clark

COMMENT:

The gondola is a ridiculous waste of tax payer money and will ruin the canyon. No one has mentioned the idea of making people pay a toll to use the canyon. This would prevent tax dollars being used to construct a project that no one will ride. If you charge a toll based on the amount of people in a vehicle there will be a lot less traffic in the canyon. The traffic in the canyon has gotten worse with the introduction of the ikon pass.

COMMENT #: 11908
DATE: 9/2/21 6:22 PM
SOURCE: Website
NAME: Cliff Curry

COMMENT:

I am an Alta resident; I have lived here for over twenty years. I am also an Alta business manager and a Member of Alta Town Council. I am on SR 210 on a daily basis and am a long-term stakeholder in the Alta community and SR 210.

Gilles Duranton of the University of Pennsylvania and Matthew Turner of Brown University posit a "fundamental law of road congestion": unless road space is priced appropriately, new capacity reduces the cost of driving, thereby inducing more of it, leading, eventually, to renewed congestion.
-The Economist, May 11, 2019

The EIS Alternatives

Enhanced Bus with Roadway Widening is the current EIS alternative that UDOT should select. It is the only alternative offering improvement in mobility by decrease in travel time, and also the only alternative that improves accessibility for all users, at all times of year and for all places and destinations in the canyon.

May through October, the canyon roadway should be three lanes for motor vehicles, with expanded passing lanes. The fourth lane should be a two-lane dedicated bike path separated with hard barriers. Bike lanes would become an attraction instead of a hazard, and with rapid advances in e-bikes, would become a viable summer transportation option for many more people.

November through May, the dedicated bus lanes should also provide access for airport shuttle services serving out-of-state travelers, such as Alta Shuttle and Canyon Transportation.

The road improvements should anticipate the coming changes in networked and autonomous vehicle tech. One thing that will not change is the need for pavement - the vehicles of the future will run on asphalt. Another thing that will not change any time soon is the need for avalanche protection on Highway 210. Road improvements and avalanche protection - which will be needed no matter what forms transportation takes - should take priority over increasing vehicle capacity. As vehicles become more autonomous, they still will need guidance, especially in hazardous terrain and winter weather. Smart-road systems should be built into the roadway to communicate with smart "vehicles.

The proposed massive aerial tramway that is being called a "gondola" would be:

- slow - by requiring over 20 minutes more travel time than the Enhanced Bus/Roadway Widening alternative, it would detract from rather than serve the project purpose of mobility
- visually obstructive - it would create high visual environmental impacts
- narrow in function
- severely limited and inflexible in points of ingress and egress
- intrusive and out of scale to the Alta community
- the subject of many years of protracted litigation over environmental impacts, property rights and purported rights of eminent domain.

The ski resorts are great, we love them, and we can all see that an aerial tramway would serve the purposes of the ski resorts; however, that is not UDOT's mission. The mission is to serve the citizens and the travelers. An aerial tramway would not do that.

Other Solutions - Faster, Cheaper and Better

Although the comments above are directed to the current EIS alternatives, we should not lose sight of canyon transportation solutions that would be more effective and much cheaper, and could be made much sooner - starting now.

Passing lanes and pullouts should be added and improved. Slow vehicles delaying five or more cars should be required to pull out. The traction law should be strengthened and should be strictly enforced November through April, limiting entry to SR 210 to vehicles with true snow tires and all-wheel drive. Entry from Snowbird westbound should be limited to a single point at Entry 1, so that vehicles coming from Alta have equal access to the roadway.

The problem on SR 210 in the canyon is too many vehicles. The way to have fewer vehicles is to have more people in each vehicle. The path toward that solution is carpooling and new transit tech. Transit tech will evolve in ways that we do not yet fully understand. Carpooling, however, is something we can understand now. We should make carpooling incentives such as tolling, preferred parking, carpooling networks and apps, and easy carpooling pickup and drop off locations. Carpooling improvements are light on infrastructure and will offer a great return on investment.

Thank you for considering my comments.

Cliff Curry
Alta, Utah
Sept. 2, 2021

COMMENT #: 11909
DATE: 9/2/21 6:23 PM
SOURCE: Website
NAME: Greg Barltrop

COMMENT:

I would like to hear why you aren't considering measures that could've implemented without excessive construction first. Such as increased bus service, or free bus service, or only busses and no cars in the winter (excluding cars for workers and hotel guests). I feel that would resolve most issues for the increased winter traffic, while being and economically friendly to the citizens of the state.
Thank you

COMMENT #: 11910
DATE: 9/2/21 6:26 PM
SOURCE: Website
NAME: Gay Fawcett

COMMENT:

I support the gondola option. I think it is the most environmentally way to go.

COMMENT #: 11911
DATE: 9/2/21 6:26 PM
SOURCE: Website
NAME: Todd Green

COMMENT:

They canyon is used by many people other than those who use the ski resorts. I can appreciate the frustration of having long drive times, but to destroy classic boulders that climbers have used for decades is not an acceptable solution in my opinion. I'd be much more in favor of limiting the number of people in the canyon and requiring passes/fees much like American Fork and other canyons. This would also help with the crime of cars being broken into and theft that is becoming far to widespread when you are high on a multi-pitch route. I've personally had over \$1,000 worth of gear stolen. In summary, please consider your plan strongly before you take any action that would irreversibly affect how others use the canyon in order to provide more convenience for some for a few days out of the year. Thank you.

COMMENT #: 11912
DATE: 9/2/21 6:26 PM
SOURCE: Website
NAME: Mark Oliver

COMMENT:

I am in favor of natural gas buses NOT a gondola or tram; too much impact in the canyon and too expensive

COMMENT #: 11913
DATE: 9/2/21 6:28 PM
SOURCE: Website
NAME: Peter Hathaway

COMMENT:

No gondola! I need access to multiple summer and winter trailheads along multiple sites along the highway. Enhanced bus with additional lanes makes the most sense. Train would also work well but the cost would be very high unfortunately.

COMMENT #: 11914
DATE: 9/2/21 6:29 PM
SOURCE: Website
NAME: Karen Oliver

COMMENT:

No gondola please. It will cause too much negative environmental impact and it is too expensive.
Natural gas buses are the way to go.

COMMENT #: 11915
DATE: 9/2/21 6:30 PM
SOURCE: Website
NAME: Claire Weeks

COMMENT:

I do not support the creation of the gondola. It is too expensive, too large, and would not work in severe weather conditions. More parking would need to be created at bus stops, possibly a parking garage.

COMMENT #: 11916
DATE: 9/2/21 6:33 PM
SOURCE: Website
NAME: Megan Kitchens

COMMENT:

There should be no Gondola or Road widening for LCC. As nature enthusiasts we want to keep the area and animals in the area safe and as natural as possible. Adding either of these will affect the environment in an adverse way. Both these plans cater to the resorts on the mountain with a mask of "customer satisfaction". The smartest solution would be to enhance the buses available and add more to the route. People aren't more likely to ride the gondola if they never wanted to ride the bus. Public transportation is public transportation, despite being on the ground or in the air. Please don't add more to the canyon then is already there. Thank you for listening.

COMMENT #: 11917
DATE: 9/2/21 6:34 PM
SOURCE: Website
NAME: Joe Sczurko

COMMENT:

My name is Joe Sczurko and I have been a Utah resident who has logged 100+ ski days in the Cottonwood Canyons the past 4 winters. While I am fairly new to this valley, even in the few years I have been here I have seen the exponential growth in population and development in this valley as well as with the sport of skiing in general. The crowds at the resorts this past winter and the traffic were nothing like my first winter out here. The gondola as purported will increase the capacity in LCC by 1000 people per hour. I do not see any reason to believe that crowds and traffic will decline with a gondola and am actually inclined to believe they would increase. Not to mention the gondola wouldn't stop at any backcountry trailheads. Furthermore, I am GREATLY concerned that the gondola is a backhand deal for the landowners at La Caille and the resorts to reap millions of dollars off of an already multi 100 million dollar taxpayer funded investment. Who is this gondola benefitting?. The resorts and the La Caille businessmen who claim to be skiers but are desperately trying to get taxpayers to fund their venture which is surely short sided and profit driven. I ask that UDOT considers other options such as a dedicated bus lane and DIRECT busses with stops THROUGHOUT the valley. I know for a fact a direct bus from Foothill Drive near the University or in Sugarhouse would be filled. As someone who lives in Salt Lake there is no current incentive to ride the bus which gets stuck in traffic due to the fact that the first bus leaves too late for Utah powder panic. We are talking about maybe 20 days a year where the canyon gets clogged, let's not make this a backhand deal for some wealthy developers and the resorts at the expense of the taxpayers and the future skier experience in LCC. More busses, direct busses from throughout the valley, earlier busses, and a dedicated bus lane make much more sense than this disneyland backhand deal that the gondola is.

Thank you, and I greatly appreciate the commitment that everyone involved in this project has for the future of these canyons, because the future rides in the hands of this project and it would be a shame to ruin the beautiful thing that is skiing in Little Cottonwood Canyon.

COMMENT #: 11918
DATE: 9/2/21 6:35 PM
SOURCE: Website
NAME: Tracey Treadwell

COMMENT:

I write in support of a gondola in LCC. Europe has proven that Gondolas work in transporting people. Traffic demand is highest when snow is falling. Cars/buses/trains do not move during that type of weather with consistency or ease. A Gondola will work. Many have mentioned a toll to use the road. This is also a poor decision. Do you want a toll outside of your business limiting how many can visit your place of work? Of course not! A gondola provides a long term, proven way to move people in all kinds of weather while providing a unique experience to all who come to our area to spend their tourist dollars.

COMMENT #: 11919
DATE: 9/2/21 6:35 PM
SOURCE: Website
NAME: Taylor Hartman

COMMENT:

If you allow this travesty to go forward, knowing it's destruction to one of our most beautiful natural resources in order to placate money grabbing and greedy players, your children will one day remind you of your selfish and foolish nature.

COMMENT #: 11920
DATE: 9/2/21 6:36 PM
SOURCE: Website
NAME: Rosalea Cameron

COMMENT:

Please do not build the gondola. I think it would be a horrendous blight on the environment. I would prefer to add tolls, improve current bus systems, and improve parking areas but if one of the current alternatives must be chosen at this time, I would choose the modifications to allow enhanced bus service.

COMMENT #: 11921
DATE: 9/2/21 6:38 PM
SOURCE: Website
NAME: Travis Kale

COMMENT:

Neither the gondola nor road widening will solve the issue of traffic in LCC. I am strongly against these as solutions to canyon traffic.

COMMENT #: 11922
DATE: 9/2/21 6:39 PM
SOURCE: Website
NAME: Amy Cairn

COMMENT:

I am against the 2 proposals. They only serve ONE user group the ski resorts and for only a few months of the year.

I am a climber and the proposals don't even consider the user group. The current proposals are short sighted and limited in understanding the true issues. Both proposals have too big of an environmental impact. The boulders and routes of Little Cottonwood Canyon forge the character of our local climbing community. They are the connection between our historic legacy and the potential of our future climbing generations.

Under UDOTs plans for a gondola or additional lanes, over 100 iconic boulders will be impacted and the beauty of the canyon forever altered.

The current views of pristine granite and pines to be interrupted by towers and cables; the rush of the river replaced with the consistent hum of machinery.

Less destructive options exist such as UDOT's Enhanced Bus without Roadway Widening proposal. No gondola. No additional lanes.

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 #: 11923
DATE: 9/2/21 6:42 PM
SOURCE: Website
NAME: Mike Groth

COMMENT:

gondola is not a good idea and a waste of money. Widen the road and add snow sheds. Season pass holders should get first parking priority.

COMMENT #: 11924
DATE: 9/2/21 6:44 PM
SOURCE: Website
NAME: Lauren Gimbel

COMMENT:

I live in SLC and would like to support a gondola or other alternative to decreasing the traffic up Little Cottonwood Canyon. A rail system that was built on electricity or something other than fuel would be reasonable as well.

COMMENT #: 11925
DATE: 9/2/21 6:45 PM
SOURCE: Website
NAME: Alvin Shon

COMMENT:

I am in favor of the Gondola. As my family is a property owner in Alta, we feel the Gondola would greatly enhance Little Cottonwood Canyon, and hope that it would be built.

COMMENT #: 11926
DATE: 9/2/21 6:45 PM
SOURCE: Website
NAME: Mackenzie Sutherland

COMMENT:

Though not a U.S. citizen you should expect to lose continuous tourism revenue as your action plan excludes anyone interested in action sports.

You are robbing your constituency of available tourism revenue. In the long run it will out weigh any short term benefit of this plan. Save Little Cottonwood Canyon.

COMMENT #: 11927
DATE: 9/2/21 6:46 PM
SOURCE: Website
NAME: Kelsey Johnson

COMMENT:

It's not perfect, but the Gondola is the best option. Fewer cars to cut emissions is the only plausible way forward.

COMMENT #: 11928
DATE: 9/2/21 6:46 PM
SOURCE: Website
NAME: Shelley Gaulin

COMMENT:

Gondola

COMMENT #: 11929
DATE: 9/2/21 6:51 PM
SOURCE: Website
NAME: Shane Benhoff

COMMENT:

Please implement tolling (high\$) first before these others. Just one season!

COMMENT #: 11930
DATE: 9/2/21 6:53 PM
SOURCE: Website
NAME: Peter Corroon

COMMENT:

The first consideration of the EIS should be the visitor capacity of Little Cottonwood Canyon and the impact of increasing human visitation upon it. The environmental impact should be more than just the impact of the construction. It must consider how many people can fit in Little Cottonwood Canyon without creating significant environmental degradation. In addition, the long-term transportation solution for LCC must focus on mass transit for all LCC users. The right solution must be flexible to meet the needs of canyon visitors throughout the year while simultaneously protecting our fragile watershed.

With this in mind, the Enhanced Bus with a separate bus lane should be the preferred option. Of course, if there are better non-construction or minimal-construction options, those should be tried before spending hundreds of millions of dollars on the proposed alternatives.

GONDOLA

Running from La Caille to Snowbird and Alta, the gondola alternative is attractive to some as an exciting “tourist attraction”. But the gondola fails to solve the LCC problem for multiple reasons.

- First, with only 1500 parking stalls at its base, the gondola would require many passengers to change modes of transportation three (3) times [personal car to bus to bus to gondola]. This inconvenience would limit adoption for many potential visitors.
- Second, the proposed gondola serves only the ski resorts. It would serve only those who paid to access a private ski area, but leave behind the growing population of hikers, mountain bikers, backcountry skiers, photographers, and other canyon visitors. And depending on cost-feasibility and adoption, it may not run in the summer at all.

ENHANCED BUS TRAVEL WITH ROAD WIDENING

The Enhanced Bus with Road Widening option meets the goal set out by UDOT to minimize potential harm to the watershed while maintaining the infrastructure to service the whole canyon. This option is flexible and can be changed to meet changing needs for transportation in LCC. Plus the third lane already exists in parts of LCC.

The Draft EIS is at the proverbial “fork in the road”. One route leads to successful planning, engineering, visitor management and watershed protection in Little Cottonwood Canyon. The other route may lead only to an expensive marketing ploy.

COMMENT #: 11931
DATE: 9/2/21 6:53 PM
SOURCE: Website
NAME: Alison Stroud

COMMENT:

Please consider our poor air quality. I'm a teacher and sick and tired of indoor days due to unhealthy air. Our children deserve to breathe clean air, not polluted by exhaust.

COMMENT #: 11932
DATE: 9/2/21 6:57 PM
SOURCE: Website
NAME: Amie Rosenberg

COMMENT:

As a learned-to-ski-at -snowbird-when-I was-five-skier and frequent user of many other parts of Little Cottonwood canyon, I can appreciate the frustration some skiers feel at waiting in traffic and fighting crowds. The one AMAZING POWDER day last year I had somehow reserved parking I ended up leaving snowbird without taking a SINGLE run because the crowds were on the mountain, NOT in the parking lot. Adding permanently environmentally destructive transportation options for "the one-percent" is motivated entirely by corporate greed and not respect for Little Cottonwood Canyon and Utah residents. UDOT could use the \$500,000,000 to expand bus services for low-income/at-risk school children so that they are not forced to WALK two miles to and from school every day in freezing, RED-polluted air, or extreme HEAT. My values do not align with prioritizing the wishes/coddling of entitled tourists over those of educating our youth. PLEASE RECONSIDER THIS RIDICULOUS PROFIT-DRIVEN PLAN!!!

COMMENT #: 11933
DATE: 9/2/21 6:57 PM
SOURCE: Website
NAME: Claudia Howells

COMMENT:

In favor of the gondola as it is unique and saves wear & tear on the road! It would attract visitors rather than taking a bus!

COMMENT #: 11934
DATE: 9/2/21 6:57 PM
SOURCE: Website
NAME: Stacy Bare

COMMENT:

Do not build a gondola or tear apart the road for an expanded bus lane. Invest the same amount of money in expanded, year round bus service with increased frequency on Friday-Sundays that pick up in more locations, more frequently throughout the county and Wasatch Front. You are only going to move a traffic problem to the front of the Canyon as opposed to the resorts themselves.) The gondola does not serve all people, prioritizes resort users, with the resorts not having to pay anything. You screw over taxpayers who don't want to ski at a resort but still want to engage in their public lands. Increase vehicle traffic fees in and out of the Canyon, incentivize car pooling, make people pay for parking, and make it easy whether I live in South Jordan or North Salt Lake to get on a bus and get to the ski resort within 60 minutes. Expanded bus coverage throughout the Wasatch Front, with park and rides built in key nodes throughout the county in the many empty parking lots of malls, would also create additional incentives and likely increase public transportation usage all week and all year long, which is a win. Don't tear apart the canyons to support the greed of two ski resorts.

COMMENT #: 11935
DATE: 9/2/21 7:00 PM
SOURCE: Website
NAME: Asia Despain

COMMENT:

there is absolutely no need for further construction in the canyon. no need to be more invasive to nature & animals than we already are.

COMMENT #: 11936
DATE: 9/2/21 7:01 PM
SOURCE: Website
NAME: Matisse Da Silva

COMMENT:

There is no need for a gondola up the canyon we not only already have one but also have a bus system that would cost much cheaper to ride already there and perfectly working, with this installed I will have even less want to go up the canyon knowing it's always flooded with people.

COMMENT #: 11937
DATE: 9/2/21 7:02 PM
SOURCE: Website
NAME: Garth Franklin

COMMENT:

There is a carrying capacity to the canyon. Putting more people up there will detract from the skiing experience. The environment and visual impact cannot be reversed. Please give efficient busing and honest chance before using tax dollars to benefit a private company.

COMMENT #: 11938
DATE: 9/2/21 7:02 PM
SOURCE: Website
NAME: Danford Jooste

COMMENT:

Cheaper, less destructive and more efficient options exist. No gondola, no road work.

COMMENT #: 11939
DATE: 9/2/21 7:02 PM
SOURCE: Website
NAME: Nathan Ungricht

COMMENT:

Please don't do this. Let traffic be what it is going to be. Run Busses, Run a train but to go areial to me sounds like the idea of someone who sees dollars at the end of the gondola.

During a Q and A i was very impressed by dave fields with snowbird. I was impressed that 2 or so years ago at the salt lake library he had pretty much made up his mind that the gondola was the ticket. And it is. It is the Ticket to money for 2 privately held companies that are about to get a 500 million dollar investment on my dime. Once this goes in the value of these 2 resorts will become a bidding war for 2 ski resort holding companies. Altera and Vail. Altera has allready ruined these canyons and so have our resorts for allowing the Ikon pass. This all started with the Ikon pass. Stop this bull [REDACTED]. Let it ride as skiing now is so crowded that is just a terrible experience here. Ive been riding brighton for 30 plus years and nothing has been talked about to fix the traffic problem in those canyons. Dave Fields im sure will keep beating the same drum of there is plenty of space for more skiers just not plenty of parking. This is not true. Ski lines are terrible. Save this canyon. Save this valley. We are ruining this place with greed. Next will be the gondola to connect park city resorts with little cottonwood.

How to ruin utah one dollar at a time and none of it is going in our pockets. Im sick of paying taxes to pay for this [REDACTED]. Now i pay for people to get sex changes that work for salt lake city corp. Lets stop the bull [REDACTED]!!!

What is going to be done when the wind is to high and the Gondola is shut down. It will be shut down for this more then avalanche control work.

COMMENT #: 11940
DATE: 9/2/21 7:04 PM
SOURCE: Website
NAME: Mark Conlon

COMMENT:

Build the gondola/tram option. Ski to the level of your smile.

COMMENT #: 11941
DATE: 9/2/21 7:05 PM
SOURCE: Website
NAME: Brandy Alderson

COMMENT:

I am a lifelong resident of the Salt Lake Valley and have enjoyed the Cottonwoods as a skier and hiker my entire life. As Utah has grown and changed, especially the last 5-10 years, we have been forced to acknowledge that the canyons cannot continue to be accessed as they have in the past. There are simply too many visitors.

I am certain that a gondola or roadway widening will solve for this problem. During high volume times (i.e. powder days) people will still flock to their cars to access the canyon. Cars are just too convenient. I know - I would rather take my car than a bus any day. A gondola is "fun" but not convenient. It will also only serve the ski resorts, when there are so many visitors accessing the canyon for other reasons like climbing, hiking, backcountry skiing, etc. It is also incredibly costly. Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we 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. Before spending this incredible amount of taxpayer money on a gondola or road widening, we should at least try to implement the methods that are being used in Zion National Park to alleviate congestion during high volume times of the year. This would mean banning private passenger cars on those days that the volume of visitors is too high and funding a free bus/shuttle to access the canyon at all other times of the year. Those that wish to access the canyon in personal vehicles during low volume times should pay a toll to help fund the free shuttle. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation
- Tolling to manage canyon capacity
- Free bus tickets
- Increased funding to support more buses
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front - instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd.
- Managed- and reversible-lane alternatives

I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. Increased capacity will also inevitably lead to increased ski resort expansion pressures.

The current proposals of a gondola and road widening are unproven and unlikely to alleviate the problem, but they are guaranteed to irreparably damage the canyon permanently. Little Cottonwood Canyon is a haven in this busy valley and to destroy the world class climbing areas as well as the peacefulness and beauty would be absolutely devastating and irreversible.

COMMENT #: 11942
DATE: 9/2/21 7:05 PM
SOURCE: Website
NAME: Cole Paiement

COMMENT:

This impact study seems to put the needs of the greater community aside for the interests of the ski resorts and a group of recreators who don't use the canyon, just pass through it. This impact study needs to consider people who actually use the canyon for hiking, biking, and climbing.

COMMENT #: 11943
DATE: 9/2/21 7:07 PM
SOURCE: Website
NAME: Max Valdes

COMMENT:

Hello, as a resident of Utah, and all season user of little cottonwood canyon, I Do not support the gondola. I support expanded bus service and tolling when required. Please, let's start with expanded bus service then see how that works. No gondola.

COMMENT #: 11944
DATE: 9/2/21 7:08 PM
SOURCE: Website
NAME: Sara Gillins

COMMENT:

I think the gondola is a great idea. It will allow for constant travel for people that might get stuck up there due to avalanches and safer travel for those traveling through LCC. People say it will ruin the canyon, I disagree. I completely disagree. Places everywhere have gondolas that get people places and the gondolas are much less intrusive than a train. Places such as Zermatt and Telluride all allow for travel and safety.

I think the gondola is a great idea!

COMMENT #: 11945
DATE: 9/2/21 7:09 PM
SOURCE: Website
NAME: Lucas Drummond

COMMENT:

I am strongly against this proposal. Read from SLCA's Justice, Equity, Diversity, and Inclusion (JEDI) Committee how UDOT's proposals perpetuate environmental marginalization and injustice in the Wasatch Front.

COMMENT #: 11946
DATE: 9/2/21 7:09 PM
SOURCE: Website
NAME: Daniel Heister

COMMENT:

You are going to ruin little cottonwood canyon with a gondola. The canyons can only handle so much. It won't be for locals, only the rich. All the state wants to do is make money.

COMMENT #: 11947
DATE: 9/2/21 7:11 PM
SOURCE: Website
NAME: Daniel Gajda

COMMENT:

This plan impacts so much of the public lands we have access to in the wasatch. I'm appalled at the plan to effectively ruin this. Keep little cottonwood the way it is.

COMMENT #: 11948
DATE: 9/2/21 7:12 PM
SOURCE: Website
NAME: DJ Combs

COMMENT:

Y'all need to quit it with your projects for tourists. First gondolas then come the degenerate tourists who know nothing about nature and will trash it even further. Listen to the locals UDOT. There is massive opposition to this project.

COMMENT #: 11949
DATE: 9/2/21 7:12 PM
SOURCE: Website
NAME: Owen Carroll

COMMENT:

I believe of the alternatives, maintaining current bus systems combined with snow sheds, tolling, incentives for carpooling, and other methods to improve existing infrastructure is the best option.

The second best alternative is enhanced bus service with snow sheds as well.

The gondola alternative is a terrible idea. Not only will it only benefit those traveling to Snowbird or Alta, there is no guarantee that it will not simply become another private entity that will encumber rather than expedite public access.

There is also no firm evidence that a gondola will actually relieve traffic patterns as two of the examples mentioned are only proposals and the Whistler Gondola only services an area that does not have comparable road access. Therefore, sticking the public with the tax burden that this project will create is unjust and unjustifiable.

COMMENT #: 11950
DATE: 9/2/21 7:14 PM
SOURCE: Website
NAME: Justin Sikonia

COMMENT:

It seems irresponsible that a proposed option is connecting one private entity (La Caille developers/political connections) to another private entity (Snowbird and Alta). How does the gondola serve people who want to recreate at other locations outside of the ski resort?. The answer is that it doesn't. This obviously is a corporate welfare, taxpayer funded project that is primarily serving private enterprise. How does the gondola plan for the next 50 years of growth? Is the long term plan to extend the line to additional private businesses (Deer Valley Ski Resort and Park City Mountain Resort)? This is not a public transportation solution! This is pure and simple a political and corporate interest project that is being disguised as a public transportation project using taxpayer and/or federal and state money to benefit private business. This is shameful and irresponsible to even be considered as a public transportation solution. I even read that Snowbird is in favor of the gondola option. Really, hard to believe (sarcasm)? Of course they are in favor! This is funneling more customers directly to their resort.

COMMENT #: 11951
DATE: 9/2/21 7:16 PM
SOURCE: Website
NAME: Savannah Simmons-Grover

COMMENT:

No gondola!

COMMENT #: 11952
DATE: 9/2/21 7:17 PM
SOURCE: Website
NAME: Emily Spoth

COMMENT:

As a skier, a climber, and an advocate for the environment, I strongly believe that there are less destructive options that maintain the natural beauty and ruggedness of Little Cottonwood Canyon than those proposed.

It is obvious that a gondola and canyon road expansion will both destroy parts of LCC, including impacting hundreds of iconic boulder problems and displacing over one thousand plant and animal species. On top of that, we know that a gondola will fail to reduce private vehicles in LCC (UDOT, LCC EIS, p. 2-16), while simultaneously failing to serve the public year-round when there are only stops at Alta and Snowbird. The narrow view of this transportation project on skiing overlooks the many recreational uses of LCC and effectively ensures that ski area users' concerns and interests are prioritized ahead of those of other canyon users.

There are several less destructive options that UDOT must find to ensure the longevity of LCC. Expanded electric bus service (without widening the road!) and tolling, for example, among other traffic mitigation strategies are obviously better choices. There must be better strategies to reduce congestion, which will subsequently reduce air pollution, and have equitable access for all canyon users.

COMMENT #: 11953
DATE: 9/2/21 7:17 PM
SOURCE: Website
NAME: David Gotsch

COMMENT:

I strongly disagree with both proposals. I cannot support further development in the canyon when we have so little natural & wild places left. UDOT should consider alternatives which do not require more construction and development within the canyon.

COMMENT #: 11954
DATE: 9/2/21 7:18 PM
SOURCE: Website
NAME: Quinn Case

COMMENT:

Hello there,

I love Little Cottonwood Canyon. Since I moved to Utah four years ago, it has been a place for me to connect with friends, family, myself, and the natural wonders so close to my home in Salt Lake City. I recreate there all year. In the winter and spring, I work and ski at Alta. In the summer and fall, I climb and hike throughout the canyon. I experience first hand the traffic and congestion issues that this EIS is aimed at resolving. I agree with UDOT, the Forest Service, and all other entities involved that something must be done. That being said, I would like to see some caution taken as we move forward in this process. There is no doubt that the future of Little Cottonwood Canyon involves an expansion and improvement of public transportation. However, this can be done without expanding the road or building a gondola. Before a decision is made to further develop the canyon and destroy more of this unique place, we should consider less destructive options to our current problems.

As you may know, Alta will be using a reservation system similar to Snowbird's for weekends and holidays this year. As a full-time Alta employee, I was there to see the busiest and most trafficked days during the 2020-21 ski season. They were almost all on weekends or holidays. Before we proceed with the gondola or bus and road expansion options, we should see what changes are made to congestion patterns this ski season.

The gondola presents an enticing solution to our current congestion issues but only looks to solve one side of a multifaceted situation. While it may serve to move many skiers and summer recreation users up and down the canyon without concerns of weather or passenger vehicle traffic, it has a flaw that should be considered. It only serves people going to and from Alta. Little Cottonwood Canyon does not belong to these resorts nor does it exist solely for their use. There are countless other activities and recreation sites in the canyon that the gondola would not serve. It would create an unnecessary scar on Little Cottonwood Canyon at the expense of climbers, hikers, bikers, and skiers who may never use it.

The road expansion would be equally as destructive yet we do not know if it would be entirely necessary. Increasing the amount of busses running up and down the canyon this winter could prove to be a valuable test to see if expanding the road would really be necessary.

Expanding the UDOT sticker program is another step that could be taken before we permanently alter the appearance and ecosystem of Little Cottonwood Canyon. This is a solution to many congestion related issues without requiring more construction in the canyon. Anyone who has driven up and down the canyon in the winter knows that drivers in properly equipped vehicles do not cause congestion or accidents. Expanding and enforcing the current UDOT sticker program would mitigate this problem.

Thank you for taking time to read these observations and suggestions. I hope that you take them into consideration before we permanently alter a uniquely beautiful Utah landscape.

Sincerely, Quinn Case

COMMENT #: 11955

DATE: 9/2/21 7:19 PM
SOURCE: Website
NAME: Carrie Cooper

COMMENT:

The two options that UDOT is proposing as the only two alternatives are options for getting more people to and from Alta! The rest of the canyon suffers and it's user groups are not fully represented! This is an atrocity!

COMMENT #: 11956
DATE: 9/2/21 7:23 PM
SOURCE: Website
NAME: Melissa Tracy

COMMENT:

I'm a resident of Salt Lake City [REDACTED] and use the canyon year-round for hiking, mountain biking, and resort skiing. I'm writing to state that I do not support either of the UDOT preferred options.

I do not think either option achieves the stated purpose "to deliver transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains". Both options are focused on efficient ways to increase the number of people in LCC which is in direct opposition to preserving the values of the canyon. Both are high-impact, high-cost options that are overkill solutions to a problem that is limited in scope to at most, a 3-month window during peak ski season (Jan-March). Even at that, the problem is primarily limited to weekends and powder days within that 3-month period. We do not need a \$500-600M solution for this and we certainly do not need a solution that will irrevocably change the change the canyon for all users at the benefit of the resort skier only.

I would like to see UDOT develop an alternative that is based on expanded bus service, tolling, and other traffic mitigation strategies that work with the existing roadway infrastructure and do not require additional construction within the canyon. I support an option that can be implemented incrementally and iteratively to determine what combination of measures work best to reduce private vehicles in the canyon. We also need a solution that can work for both Big and Little Cottonwood Canyons. Safety, mobility, and reliability are issues in both canyons.

I also do not think that aiming to reduce private vehicle traffic by 30% is nearly aggressive enough. I think a more effective strategy would be to close the canyon to private vehicles during peak ski season and force people to ride the bus, similar to what is implemented in Zion National Park. The current bus system is unreliable, parking can be difficult or impossible to find, and the buses are often overcrowded. This is the problem we should be attempting to solve first before trying anything more extreme.

Specific to the gondola, I think this is not a good solution at all and should be taken off the table. It focuses solely on the resort skier, ignores all other canyon users, and would only increase users in the canyon if the road were also allowed to remain open. It'd be an eyesore for the entire canyon, year-round. Furthermore, this will directly benefit the ski resorts. As such, if this is implemented, Snowbird and Alta should foot the bill, not taxpayers.

Specific to road expansion within LCC, this is way too intrusive to the canyon and would ruin too many climbing and bouldering locations.

COMMENT #: 11957
DATE: 9/2/21 7:24 PM
SOURCE: Website
NAME: Anatoliy Shanin

COMMENT:

I am strongly against of the Gandola or the additional bus lane. I am a skier and a tax payer and I don't want to pay for the private companies (Alta and Snowbird). UDOT solution will create more environmental issues like air pollution, water contamination, a big scar in our beautiful LCC. My suggestions are: 1) Make paying parking at the ski resorts, 2) Prioritize electric busses vs cars on the busy days, 3) Limit the sale of the ski tickets. Also, bringing more people to the ski resorts will create unpleasant problems for skiers, like long lines and crowded slopes.

Thank you

COMMENT #: 11958
DATE: 9/2/21 7:26 PM
SOURCE: Website
NAME: Annalee Tripe

COMMENT:

I believe the gondola and the widened road would be harmful to the canyon because they both involve building on old mines, through a Superfund site, and in our watershed. This will increase the amount of cadmium and zinc in our LCC watershed as well as other heavy metals.

<https://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.308.5614&rep=rep1&type=pdf>

<https://sevincanyonstrust.org/blog/little-cottonwood-creek>

<https://slco.org/globalassets/1-site-files/watershed/watershed-library/ltlctnwdcrstreamsurvrpt2001.pdf>

Heavy metals are harmful to humans. Having no plans for further water purification is an insult to those of us who depend on our watershed, which includes the employees of UDOT, Alta, Snowbird, and CW Management.

I think more reasonable and cost effective solutions need to be tried before spending a half a billion dollars to poison our water for the benefit of Alta, Snowbird, and Chris McCandless.

The logical alternative that people prefer would be to try the "phased approach" with improvements to the bus system, additional parking locations, and incentivizing people to use the transit system. I myself am a ski-bus rider because my car is not winter-canyon friendly and it is always packed when there is traffic. Sometimes I cannot find parking to get on the bus. Why has UTA not received additional funding while UDOT spend over \$50 million - over half of the state's tourism transportation budget - on bad solutions that will benefit nobody? Please consider the phased approach. Thank you.

COMMENT #: 11959
DATE: 9/2/21 7:27 PM
SOURCE: Website
NAME: Annie Putman

COMMENT:

I oppose building a gondola, and I oppose widening the roadway in little cottonwood canyon. Neither of these approaches are a cost-effective low impact way of reducing congestion in little cottonwood canyon. Both will dramatically impact the natural resources present in the canyon, especially for dispersed uses like bouldering.

The bouldering in little cottonwood is world class. But these aren't just rocks. These areas are training and testing grounds for homegrown greats and weekend crushers alike. They have their place in the lore and culture of climbing worldwide for their difficulty, and the beauty of their surroundings. They are iconic.

I also want to point out that both the roadway widening with tolling, and the gondola options will disproportionately impact low-income users of the canyon. A fee may fully prevent some people from being able to recreate in this canyon. This is on top of the environmental marginalization already experienced by these important, but often overlooked stakeholders. The people in the valley who already have the least access to the outside and all of the enjoyment and wellness it brings would be pushed one step further away from enjoying our incredible back yard.

Before we go to such an expensive and irreversibly destructive route for addressing traffic in little cottonwood, we need to first test an enhanced bus system coupled with development of additional parking outside of the canyons. Transit can work, if we give it a fighting chance.

COMMENT #: 11960
DATE: 9/2/21 7:29 PM
SOURCE: Website
NAME: Gregory Howe

COMMENT:

I support the phased approach that Save Our Canyons and others are talking about. The gondola will destroy the natural aesthetic of the canyon and nobody goes to LCC to enjoy the infrastructure... we go there to enjoy nature, thank you. Building in the canyon is harmful to our watershed and our wallets. You are destroying one of the most beautiful places in Utah.

Pursue the phased approach, it is the only LOGICAL AND ETHICAL way to take tax-payer dollars to gift to the resorts. You can't also gift the resorts OUR PUBLIC LANDS AND THE HEALTH OF OUR WATER.

COMMENT #: 11961
DATE: 9/2/21 7:30 PM
SOURCE: Website
NAME: Matt Israel

COMMENT:

As a dinner and winter season user of little cottonwood canyon I feel the visual impacts of the gondola would permanently damage the aesthetic if this canyon. This in combination with buses provide a far more scalable solution to meet each seasons demands.

COMMENT #: 11962
DATE: 9/2/21 7:30 PM
SOURCE: Website
NAME: Casey O'Malley

COMMENT:

I have a lot of concerns about many of these proposals. The gondola, quite frankly, seems preposterous. It is a very high cost investment and I don't think the community will actually use it. It seems like a huge waste of money, space, and a very large impact on the viewshed and the canyon as a whole. I would advocate for tolling and increased bus service, without lane expansion, as a first step. This would allow for a significant adjustments in traffic while also not having a negative impact on the landscape or the boulders. Please do NOT install a gondola.

COMMENT #: 11963
DATE: 9/2/21 7:31 PM
SOURCE: Website
NAME: Brig Skoy

COMMENT:

I support the proposed gondola for little cottonwood canyon with a few caveats. Traffic congestion will still exist but will be pushed down stream. Plans should be put into place for the designation or building of parking areas where public transport busses can pick up resident passengers that have traveled from Utah county or northern salt lake county. Solutions should consider locals and not just tourists

COMMENT #: 11964
DATE: 9/2/21 7:31 PM
SOURCE: Website
NAME: Sophie Shinsky

COMMENT:

The LCC gondola will forever change LCC. The project is unnecessarily expensive for an issue that only happens a very small % of days out of the year. There are many very valid solutions that are more accessible and inclusive: increased parking at trailheads, enhanced bus system, shuttles at odd times of day, enforce traction law all of winter, tolls, etc.

COMMENT #: 11965
DATE: 9/2/21 7:32 PM
SOURCE: Website
NAME: Tyler Jacobson

COMMENT:

The study should focus on the maximum threshold of people the resorts, hiking, climbing etc. the canyon can accommodate. Moving more people up the canyon more efficiently misses the root cause of the problem. Cap the amount of people, require parking permits, use a lottery as a last resort.

COMMENT #: 11966
DATE: 9/2/21 7:32 PM
SOURCE: Website
NAME: Justin Sikonia

COMMENT:

https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC_DEIS_Avalanche_Boards_6-25-2021.pdf

How was it determined that snow shed with realigned road is preferred to snowsheds with berms? I think an analysis or ranking type document would be helpful to the public why spending an additional \$14m is necessary.

To be clear I am in absolute favor of snowsheds as this is a proven defensive measure to ensure reliable transportation.

COMMENT #: 11967
DATE: 9/2/21 7:33 PM
SOURCE: Website
NAME: Christine Bernini

COMMENT:

I'd vote for Gondola B plan.

COMMENT #: 11968
DATE: 9/2/21 7:33 PM
SOURCE: Website
NAME: George Michaels

COMMENT:

I do not want to see either preferred alternative. Employ a phased approach as recommended by mayor Jenny Wilson!!! What happens to the gondola and its infrastructure if there is a fire in the canyon? The gondola is not actually green! You compared its energy output from 140 days (similar to how much the busses will run) when the gondola will run year round! It will tear up land that contains minerals that could contaminate water. This seems unsafe! Why not use a phased approach. How come you are not doing a capacity study. I look forward to hearing your responses to ALL of my questions. Thanks. Actually, one more question, what happens if the gondola is not successful at lowering traffic and you have to implement tolling and enforce the traction law? What happens if you choose the gondola and then you realize in the few winters before you build it that you do not need this because you have implemented a phased approach? Why are you working so closely with snowbird and alta when you are not working with save our canyons or other organizations?

COMMENT #: 11969
DATE: 9/2/21 7:33 PM
SOURCE: Website
NAME: Alex Aberman

COMMENT:

I want to voice my strong opinion against a gondola. It is not a long term, sustainable solution to protect the canyon. More, and more efficient, access to public transit, with incentives for riding the public transit.

COMMENT #: 11970
DATE: 9/2/21 7:34 PM
SOURCE: Website
NAME: David Fields

COMMENT:

You unjustly cite CO2 emissions of the gondola vs bus on Table 10.4-6. The title is winter emissions but then in the actual table you say annual. There is more to the year than the winter, even though your preferred alternatives suggest you think otherwise.

Reporting annual emissions for the gondola as 140 days while the gondola will run 365 days a year is a gross underestimate of CO2 emissions, suggesting the gondola is not as harmful as it will be in reality. Also calculating those numbers based off of the predicted energy grid of 2038 is ridiculous as you are not predicting the CO2 emissions of the busses or cars based off of green energy which it will likely be at in 2038. This is insulting.

It is obvious the bias UDOT has. I wish a more equal publication of the preferred alternatives was done... Why the bias?

I support the phased approach that recreationists, environmentalists, conservationists, and non-elitists are supporting. We need to TRY to improve the current system.

COMMENT #: 11971
DATE: 9/2/21 7:34 PM
SOURCE: Website
NAME: Chris Bernini

COMMENT:

Gondola B plan is best.

COMMENT #: 11972
DATE: 9/2/21 7:34 PM
SOURCE: Website
NAME: Alex Disney

COMMENT:

As has been seen time and time again, making roads bigger does not resolve congestion problems. Drivers adapt and fill the space provided with more cars. Widening this route will simply worsen pollution and destroy numerous recreation sites for outdoor climbers. Utah is known to be a destination for outdoor recreation and this will rob the area of countless experiences for people to see Utah in the best possible light

COMMENT #: 11973
DATE: 9/2/21 7:36 PM
SOURCE: Website
NAME: Mallory Millington

COMMENT:

We need more buses, incentives to ride buses, and more equipment to quickly get the road open after avalanche work. It's a simple solution with minimum impact. It is unethical to build major infrastructure with tax payer dollars to service private corporations.

COMMENT #: 11974
DATE: 9/2/21 7:38 PM
SOURCE: Website
NAME: Dave Feldman

COMMENT:

WWho decided which organizations could contribute to the planning of this project??? was it a financial decision? why did you not include input from save our canyons or salt lake climbers alliance? they care too! Please use a phased approach and not either of your preferred alternatives. What happens if there is a natural disaster that ruins the gondola? what happens if you get people up the canyon but the gondola stops working. please address every single question individually. Thank you!

COMMENT #: 11975
DATE: 9/2/21 7:38 PM
SOURCE: Website
NAME: Sydney Stoner

COMMENT:

I DO NOT support the gondola or widening the road in Little Cottonwood Canyon. Now is not a good time to embark on such a huge endeavor without considering alternative options first. Implementing a toll option and more bus service should be looked at first before spending half a billion dollars on a gondola. Covid was a special winter where people were not carpooling therefore increasing the number of cars in the canyon. When Covid is over, it's likely we will see an increase in carpooling therefore decreasing the number of cars. It would also be appropriate for the ski resorts to limit the number of guests on their mountains. There are many horrible things about this proposal but one of the worst is that Snowbird and Alta would benefit from something the taxpayers pay for! Also, it would be such an eyesore. I grew up at the mouth of LCC and have loved that canyon for so many years. I can't imagine looking up there and seeing huge towers that don't even provide access to the rest of the canyon- areas I visit WAY more than the resorts.

Thanks,
Sydney

COMMENT #: 11976
DATE: 9/2/21 7:38 PM
SOURCE: Website
NAME: Abigail Spoth

COMMENT:

Because it's possible to mitigate traffic concerns without impacting the environment of the canyon (i.e., by utilizing shuttle busses and passes for the ski areas), I believe that altering the canyon (either through increasing the roadway size or adding a gondola) is misguided and harmful to the natural environment of the canyon.

COMMENT #: 11977
DATE: 9/2/21 7:39 PM
SOURCE: Website
NAME: Alex Diamond

COMMENT:

No gondola. Add several parking lots throughout the canyon let busses shuttle people to the resorts. People can still take their cars, but won't need to drive back home if the resort lot is full

COMMENT #: 11978
DATE: 9/2/21 7:40 PM
SOURCE: Website
NAME: Jonathan Labinger

COMMENT:

I do not support this. We cannot accept our natural world to be consumed by asphalt and uneducated tourists. Thank you, have a wonderful day.

COMMENT #: 11979
DATE: 9/2/21 7:40 PM
SOURCE: Website
NAME: Chris Gleason

COMMENT:

The gondola is a terrible idea. It will do far too little to reduce air pollution. Some people will take it, but many more won't as it is slow and inconvenient. It also does not address the needs of users other beyond Alta and Snowbird's customer base. Please do not move forward with this. Focus on a great system with incentives to get more private cars off the road. I.e. charge a fee for private cars. NO to the gondola.

COMMENT #: 11980
DATE: 9/2/21 7:40 PM
SOURCE: Website
NAME: Francine Wirtz

COMMENT:

Hello,

I agree that there is a huge problem in the cottonwood canyons. The traffic has a negative impact on the whole experience and can be dangerous.

I don't think there is enough information in detail about the Gondola idea for me to make a decision.

Where are the towers, how large will the towers be, how will it be kept clean, what are the hours, what is the price, where will it stop, will it run early morning and late into the evening, where will it drop people at the resorts, etc.

I feel that the biggest problem with any mass transit system is the lack of a "base" at the ski area.

Here is an example:

We work and live at a lodge in Alta. My in-laws would come and stay in Cottonwood Heights for 3 months in the winter. They would leave their gear in our room and take the bus. They were able to walk to the bus stop on Fort Union and about 1900 E (across from the liquor store). They would ride the bus up to Alta, come into our room to get dressed, put their boots on and get their skis. They did not always end their day at the same time so one sometimes left before the other.

- They were able to walk to the bus stop, so they did not have to drive to a park and ride and they could go home at different times because they could be dropped off a few blocks from the house.
- They wore normal shoes or boots so they could walk both in SLC and in Alta without slipping.
- They did not have to wear or carry all their ski clothes or any extra layers they might need.
- They did not have to carry their skis, boots and poles along with helmet, ski clothes and lunch.
- They could leave their backpacks, shoes and extra clothing in our room and did not have to ski with them.
- They had a warm, dry place to use the restroom, change in and out of gear and wait if there was a road closure or delay or until the bus pickup time.

It worked well for them and without this amazing situation they would not be able to ride the bus (both that we lived at the lodge and that it was generous and let them do this). There is no way they would have ridden the bus if they had to carry all their gear. Now, the bus routes are so limited, that they wouldn't be able to ride the bus without a car to get them to the park and ride. Once all the gear was loaded in the car, it is quicker and easier to just drive.

My point is that there needs to be a place for people to hang out if they take the bus (or Gondola). Snowbird has the Snowbird Center and Creekside, but there are very few places where people can change, stay warm, leave their shoes and other items, take a comfortable break and eat their lunch. Seasonal lockers are expensive and for people who only ski that specific mountain. Alta has basically nothing. The Albion Grill has been a mess with backpacks stuffed in corners and along walls. They are not secure and Alta does not want people taking up space if they are not purchasing food. There is nowhere where someone can eat their own lunch (except their car). There are a few lockers at skier services and a few by the bathroom under the Albion Grill, but there are only a few benches and the area is cold and crowded. Goldminers Daughter is a private hotel who also wants people to purchase food and is usually totally full. The Gondola video says there will be hundreds of lockers at the base station. Although that may be convenient, I would guess that most people will take their gear home. The hundreds of lockers need to be located at the ski area, not at the bottom.

What family with kids can take the bus (or Gondola)? Where are they supposed to put all their stuff, get the kids dressed and ready, eat lunch, leave extra layers, take off wet layers and what about all their gear? Carry all of it? Goldminers is the only bus stop that has any shelter. Who wants to wait in the snow and wind with all their stuff for a bus that may or may not be on time? They need somewhere to wait that is warm and dry and they need restrooms. Where will 1000+ people go to hang out after skiing while waiting to load the gondola down? The hotels in Alta are full with their own guests.

One suggestion that may help with road traffic is for the Albion Grill to stay open later and serve food and maybe have some entertainment or TVs with sports playing. Part of the problem is that everyone leaves at the same time after skiing. If people had a place to leave their gear, put on normal shoes, and hang out with some food and watch a football game, they might not get on the road until 6:00 or 7:00, spreading out the traffic a little. BUT - the last bus down is around 5:45/6:00pm? So anyone taking the bus must leave ASAP.

A large number of skiers want their car up there so they have their stuff and can go to the car for extra layers or different goggles or to eat lunch. They can leave their shoes there and change out of their wet ski clothes before going home. They can leave when they want and don't have to depend on a bus that is often early or late. They can lock their gear in their car and then go socialize after skiing. For ANY mass transit to work (bus, gondola, train, etc), this issue must be addressed and the resorts are going to have to give up valuable money-making real estate to create an area that can replace a person's car.

Live-up employees might take a bus down to do errands and have dinner, but they can't because the last bus up is around 4:30/5:00pm. And routes have been minimized so busses don't even go to shopping areas as much as they used to.

Another reason people may be hesitant to take mass transit is in the case of a road closure. Employees may come up for the day to ski and plan to go home, but might have a place to stay if the road is bad. If they have left their car in a park and ride that does not allow overnight parking, they have to get down somehow. On those days it may be easier to just drive up and then they don't have to go down just to deal with their car.

Later bus times and something to do after skiing would be helpful. Also, any employee who works in the afternoon or evening, cannot take the bus. If there were a few evening and late night busses, employees would be able to use the mass transit system. Many cars with only one person are employees. Currently, anyone who might be wanting to leave the canyon after about 5:30/6:00 will always drive their own car.

Another problem with mass transit, which may not be repairable, is the time it takes to get up and down the canyon and the amount of time between busses. The lodges and ski area have MANY cars of employees who all come up in the morning and work the day shift. The bus (and Gondola) takes more than twice as long from the mouth and even longer from the park and rides. And if you don't get on a bus farther away, you don't get a seat. There should be more routes during busy times. There should be priority given to busses and maybe a bus lane? Make mass transit the "better" and "easier" way to go skiing instead of the "harder" way. The busses and Gondola should also be Free to everyone at all times. Why would someone pay \$10 round trip for something that takes twice as long and requires carrying all your gear and equipment when they can just drive? And if someone can't find a parking place at the bus lot or has to stand up the whole drive up, why would they bother? And then where do they put their boots on? And leave their stuff?

I imagine that there aren't many road complaints from Snowbird patrons. Anyone trying to leave Alta is on the road much longer. I have seen it many times both coming up and going down, that Snowbird parking lots empty out completely before cars in Alta parking lots have even moved. The extra "Snowbird Lane" that allows all of snowbird's cars to constantly pour out just creates a terrible "bottle-

neck” when they all have to merge. In fairness, it really should be One Snowbird car, then One Alta car. (And not one SB car from EACH exit).

Where is the Gondola going to drop people off at the resorts? Just one location? What if someone is trying to go to work or to a lodge or to the other base lift? They walk? With their stuff?

I like the idea of a parking lot closer to Little Cottonwood Canyon. Although I’d prefer to see that mountainside left natural the way it is, I think that parking is much more needed than more homes. And getting people off of Wasatch Blvd is important. I like the idea of the mass transit Hub, but it needs to replace parking up the canyon, not just add to it.

I don’t really have a strong opinion about the Gondola in particular. I think the cost is crazy! Will there be all the people on the Gondola in addition to all the people that will drive too Unless driving and parking is reduced at the ski areas, all it will do it add more people and will not affect the canyon traffic at all. Unless there is a PLACE for mass transit users at both resorts, and more benefits than having a car, the same people will drive that are driving now.

How large are the towers going to be?

Is there any place that has a system like this that we can research and avoid their mistakes? What will happen if it breaks down or cannot operate due to weather? It won’t be affected by avalanches or control work? Will there be a supervisor on each tram?

There is the point of using a lot of public money to benefit private businesses. What benefit will the public receive? Free rides? Discounted ski tickets for Utah residents? Discounted lodging for Utah residents?

This leads me to the ICON pass. Most locals despise the ICON because it gives huge discounts to non-locals and encourages them to come for short stays. The ICON is only beneficial for people who have the money and time to fly around to all the different states and resorts. The short 2-3 day stays are a negative impact all around. The ICON punishes the locals and the community in which the ski areas are located. Why should someone in SLC pay so much for a day pass when the Cottonwood Canyons are their “backyard”, they love and care for their valley and mountains and pay the taxes that make improvements for these areas when someone from the East Coast flies in for their 2 or 5 or 7 free days? And since ICON holders are trying to maximize their Utah resorts, they tend to stay in one place and drive around to all the different resorts. I’ve spoken with many people who stay in Park City and drive over to Alta a few times to use their free days. Although ICON supporters say that the passes don’t increase traffic, they do. People used to come and stay in Alta for 5-7 days and now they only want 1-3 days. There is more hotel turnover which leads to more traffic. ICONers cause an increase in canyon traffic and definitely a huge increase in skier traffic. What doesn’t make sense is that the ski areas aren’t making much money on the passes. Is it just marketing? Do they prefer all out-of-staters instead of locals? So the ski areas are heading towards “Less Money x More People = More Money”. To reduce traffic and pollution, they should adopt “Less People x More Money = More Money and a Quality Experience”. Again, this gondola may basically be public funds used for ski area marketing and profit.

This last ski season had some of the longest lift lines I have ever seen. Frequently! I can’t imagine that the ski areas want or need any more skiers!. The experience is being negatively affected by the lines.

The Gondola could be an attraction in itself. It could be a very pretty ride in both the summer and the winter. I feel like a mid-canyon stop or two are absolutely necessary in the Summer. These can be bypassed in the winter. Let people get out and enjoy some hikes mid-canyon instead of only at the top. It needs to be a full-canyon tourist attraction, not just a parking assistant for the ski areas. The traffic and parking at the ski areas and all throughout the canyon are bad in the summer too. I think more parking areas, picnic areas and designated hiking mid-canyon would be great. Currently, cars park along the edges of the road, which is not safe. Snowbird is packed in the summer with very little parking

around the hotels. Alta is empty, but the summer road is almost inaccessible because of the tiny parking lot and the fees. I hope the ski areas are willing to work with UDOT and create some public benefits for the use of public funds.

Busses will still be necessary even with the Gondola.

I could be wrong, but in my experience, if the cars keep moving, the road doesn't back up. One of the biggest issues is when it's clear in the morning and all types of cars come up the canyon and then it snows and the road gets slick and it only take ONE slow car or accident to cause a multi-hour backup. When snowtires and 4 wheel drive are required and checked at the mouth, it helps the down traffic move much better. It's the bald tires, the inexperienced drivers and inappropriate vehicles that cause the huge traffic problems. More checking, more restrictions and more diligence would help tremendously and not cost \$500,000,000.00.

Another idea would be a toll. There could even be tiers. I don't think season passes would be a good idea. The point is to charge for EVERY TRIP. Buses free, Employees could be \$1 trip, residents and season passholders could be \$2 trip, regular vehicles could be \$5 per trip, Uber and Lyft could be \$6? That money could go towards traffic control and tire checking. If it is done by vehicle, instead of by person, it would encourage people to ride-share. And if it's an 'LCC pass' (EZ pass type thing), it's one price and if it's a pay-per-use it's 30% more? I hate to admit, but I know people who have no problem driving up to Alta to work, running back home to the valley for something and coming back up, and then going home for the night. When the cost starts to add up, people may re-think their driving habits. Anyway, a lot of people won't like this idea, but it has helped Millcreek canyon.

I know I touched on many subjects not related to the question of Yes or No for the Gondola. I understand that it's a very complicated issue with many factors and opinions. I appreciate your time. I'm sure I will have many more questions, comments and thoughts as soon as I have sent this...

Thanks

Francine Wirtz

COMMENT #: 11981
DATE: 9/2/21 7:40 PM
SOURCE: Website
NAME: Andrew Ferrer

COMMENT:

These two options present a welcome set of opportunity and insight into what the state is willing to devote towards improving traffic conditions in our great state. These efforts are a welcome exploration into options for mitigating traffic congestion at peak travel times in the winter. The after reviewing documents explaining the remaining two options and listening to the podcasts from UDOT, I feel the options still do not meet the kind of standards we should uphold for making such long-term changes to these natural places.

The problem to be solved is removing vehicular traffic, 30% at peak times, to manage surges in the winter. This is a great metric to assess how results can be measured. The gondola and bus service with lane widening are quite significant and damaging changes with significant monetary and environmental costs associated with them. They also seem to come without substantial guarantee that they will be successful in reaching or exceeding the volume reduction goal.

Without being able to guarantee a successful intervention, return on the huge tax payer investment (\$500 million!), adding focused benefits only for the major ski resorts, and the detrimental changes to the LCC environment itself, I cannot support the proposed options in either form.

Personally I would be interested in live assessment periods that use monetary incentives for carpooling (\$20 parking fees that decrease with the # of people in the car up to 4 reaching \$0), fees for reaching the ski resorts (which I know the surge pricing does, a good feature), or even limited issue permitting for parking or reservations at the ski resorts. The tax funded changes here do not guarantee a benefit for all citizens contributing to this fund, and the resorts certainly only stand to gain while the snow sport crowd stands to have less of a nuisance. As we have seen, adding a lane rarely makes an improvement in traffic. Is it possible to minimize lane widening, bump up bus service, enforce car volume restrictions or tolling at the resorts for parking, and build a snow shed to minimize road cleanup? One of the podcasts cited that a single, well places snow shed would be able to reduce existing snow removal delays by up to 30%.

If less invasive options can be reached I think the options will be much more valuable in the long term. We do not need to make anything fantastic, the environment has succeeded at this already. We simply need to get cars off the road and move people more efficiently. Thank you very much for taking the time to read this and putting so much effort into finding transportation solutions for our fantastic natural resources.

COMMENT #: 11982
DATE: 9/2/21 7:41 PM
SOURCE: Website
NAME: Chris McDonald

COMMENT:

Your EIS is insufficient for the following reasons.

Limited focus. "The geographic scope of the EIS is limited to ONLY Little Cottonwood Canyon without recognizing Big Cottonwood Canyon.

We understand NEPA requires that the EIS analyze the cumulative effects of the action, yet it seems to be missing in the current Draft EIS.

Reasonable range of alternatives. "Residents and taxpayers are led to believe they have to choose between the two (2) options UDOT has put forward. This is a not true. NEPA requires that all reasonable alternatives that meet the stated purpose and must be evaluated. A holistic Mountain Transportation System qualifies as a "reasonable alternative."

Additional Management Options. "The Draft EIS fails to include additional management actions to decrease congestion. These management actions should include a ski resort reservation system, ride-sharing, tolling, road closures after ski resort parking lots are full, an increase in the current bus system, etc."

Salt Lake County Recommendations. "Recommendations in the 2020 Wasatch Canyons General Plan supporting a comprehensive Mountain Transit System appears to be ignored."

Cooperating Agency. "It appears Salt Lake County did not request nor was it asked to become a Cooperating Agency. As a Cooperating Agency, the County should be working closely with UDOT to ensure its transportation recommendation (s) is/are fully considered and analyzed in the EIS. Instead, it appears UDOT is analyzing the WFRC proposal for transportation improvements on SR-210 that Mayor Wilson has said she is against it."

Municipal Services District (MSD). "It appears the MSD, the contracted planning experts for Salt Lake County, has been left out of UDOT's EIS process. We need to know why the MSD is left out of this important County planning process.

Trading traffic congestion in LCC for congestion in residential neighborhoods. "It appears the EIS is attempting to trade congestion on SR-210 for congestion in vulnerable neighborhoods at the mouth of Little Cottonwood Canyon. This is not acceptable."

Potential for another UTA-like land development fiasco. "We are very concerned that UDOT is proposing hundreds of millions of dollars of expensive transportation improvements to primarily benefit two ski resorts and select politically connected developers through this EIS. These ethical issues should be of concern to all involved."

Carrying capacity in the Wasatch Mountains. "The County has yet to provide any guidance/recommendation to UDOT about acceptable carrying capacity for the Wasatch Mountains ski resorts and public lands. UDOT is proposing to increase parking for two ski resorts without knowing if the increase in use might exceed resource limits. "

Outside political influence. "It was very concerning to see Governor Cox weigh in on the gondola proposal less than 2 weeks after being sworn in as Governor. Many could view this as Governor Cox

inappropriately influencing a State and Federal process that must remain non-political. Much of the Mountain Accords' failure was due to the politicization of that process. ”

Ignoring the Residents “With UDOT’s focus on peak-hour/day scenarios, the EIS completely ignores non-peak scenarios and the resultant impact on locals. At non-peak times, and good weather, residents of Cottonwood Heights and Sandy can travel to Alta or Snowbird from home in roughly 20-30 mins. If those residents are always forced into a transit solution, wait time will be 60-80 mins on light traffic days.

Gondola wind Analysis “There seems to be a cursory examination of slide-off risk for the bus alternatives, but no analysis whatsoever of the wind risk to the gondola operations or potential issues at the angle stations. Given the strong canyon winds, this is a key oversight, and could invalidate any reliability of the gondola as an alternative.

Widening Wasatch. “The EIS quotes county-wide population growth projections as justification for expanding Wasatch as a commuter road. This is speculative at best, as these projections completely lack the granularity to justify the proposal, with the East Bench of SL County largely built-out, with limited opportunity for either greenfield development or densification. The population growth is occurring to the west and would not be comparable or to scale to say Herriman growth.”

I support a phased approach. Increasing bus number, mobility hubs throughout the valley, stops at multiple locations (not just your beloved Snowbird and Alta), monetary incentivizing to get people out of their car and to carpool.

Pushing the gondola and having outside agencies (gondola works) push their own agenda while nobody with money is pushing for the enhanced bus service in peak-period shoulder lanes is unjust. Why are taxpayers shouldering the burden that Alta and Snowbird put on themselves? If they wanted a gondola they should move to the Alps, if they want year-round cash flow they should get out of an industry that is dependent on winter weather. Thank you.

COMMENT #: 11983
DATE: 9/2/21 7:41 PM
SOURCE: Website
NAME: Colleen Thompson

COMMENT:

Please consider the bus route! A parking garage down at the base + frequent, low emission busses should not mar the beautiful landscape.

COMMENT #: 11984
DATE: 9/2/21 7:42 PM
SOURCE: Website
NAME: Tyler Schmauch

COMMENT:

I oppose building a gondola and lane-widening. There are less impactful solutions that can be attempted first.

COMMENT #: 11985
DATE: 9/2/21 7:42 PM
SOURCE: Website
NAME: Kelsey Oliver

COMMENT:

The gondola plan is a horrendous idea, both for the local skiers of Utah as well as for all other winter sport athletes venturing up the Wasatch. The gondola means greater endangerment of wildlife in their natural habitats, inaccessibility to parts of the canyon without drop off points, and less stewardship/preservation practices of the Wasatch that we as a state have always worked to uphold. I highly urge to you to reconsider this plan and instead consider natural gas buses for travel up and down the canyons, minimizing the harmful impact on wildlife, eliminating the need for additional cable/power structures, and improving air quality by reducing traffic in the canyon. Please consider all the public comments you receive, including this one. Thank you in advance for your consideration.

COMMENT #: 11986
DATE: 9/2/21 7:43 PM
SOURCE: Website
NAME: Isiah Thomas

COMMENT:

What happens if there is a windstorm like we had earlier this year and people are up the canyon that took the gondola? What infrastructure have you put in place to get these people out of the canyon safely? Is the gondola designed to withstand rockfall from the large chunks of granite that fall in little cottonwood (the boulders came from somewhere)? Please use a phased approach!

COMMENT #: 11987
DATE: 9/2/21 7:44 PM
SOURCE: Website
NAME: Lauren Trific

COMMENT:

Don't do it

COMMENT #: 11988
DATE: 9/2/21 7:45 PM
SOURCE: Website
NAME: Griffin Cammack

COMMENT:

The solutions provided will primarily benefit the ski resorts while destroying climbing and potentially hiking areas. I would ask that other solutions and ideas be discussed and explored. The cottonwood canyons have some of the best climbing and these solutions will have a negative impact on important climbing areas. Additionally, either solution will impact the natural beauty of the canyon by increasing the amount of manmade structures in the canyon. Both options are very expensive and I would ask our taxpayer money be used to explore other/better options.

COMMENT #: 11989
DATE: 9/2/21 7:45 PM
SOURCE: Website
NAME: Joe Incardine

COMMENT:

I prefer the Gondola alternative. It will have less environmental impacts and will be a quicker way to get up to the ski areas.

COMMENT #: 11990
DATE: 9/2/21 7:46 PM
SOURCE: Website
NAME: Robbie Kosinski

COMMENT:

I am strongly against any gondola option in LCC. This option does not provide a solution to users that do not stop at the ski resorts.

The bus option is much better since it has the ability to stop at numerous backcountry skiing, hiking, and climbing locations. I think that UDOT should institute a toll with the option for users to purchase a year-long, unlimited bus pass. The current proposal with more parking at multiple trailheads and bus stops at those trailheads is a good idea. The bus should also run year round as there is serious, unaddressed congestion and parking issues in the summer as well. While I was initially in favor of the gondola option, the current proposal with little base area parking, many large towers, and the fact that it doesn't stop anywhere except ski areas makes it a hinderance, not a solution, to many canyon users such as myself.

COMMENT #: 11991
DATE: 9/2/21 7:46 PM
SOURCE: Website
NAME: Trevor Finstad

COMMENT:

ENFORCE TRACTION LAWS NOV-APRIL, PLEASE!

The more i learn about the gondola the more it seems like a terrible idea. Im for it if we get adequate parking at the gravel pit, but the current parking plan and low capacity of the gondola it will suck and be a money sink. Do it the right way or dont do it.

COMMENT #: 11992
DATE: 9/2/21 7:46 PM
SOURCE: Website
NAME: Justin Sikonia

COMMENT:

The cog rail and gondola base station both list 1500 parking stalls? Where is a preliminary schema how that is possible? The mobility hub only lists 600. 1500 seems like a large footprint. Is this multi-story?

One was provided for both 9400/Highland and the gravel pit. Where is plat map/schema for footprint of 1500 parking stalls at cog rail and gondola base station?

https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC_DEIS_Mobility_Hub_Scroll_Plot_6-25-2021.pdf

COMMENT #: 11993
DATE: 9/2/21 7:46 PM
SOURCE: Website
NAME: David Folland

COMMENT:

I think UDOT should pursue a phased approach and reject the gondola. Starting with small bus or van transit paired with a significant charge for single occupancy cars, traffic could be reduced. The gondola would serve the skiers and ski resorts, so should not be paid for by Utah residents. Also, with the continued rise in winter temperatures, it could be in 20-30 years skiable days would be so reduced that the gondola would not be needed.

COMMENT #: 11994
DATE: 9/2/21 7:47 PM
SOURCE: Website
NAME: Chris Cobain

COMMENT:

If the gondola were to decrease traffic (which it most likely will not) would you be able to add one to big cottonwood canyon? I dont think you would but I did not spend \$65 million dollars on this problem. Can you please consider that other users of the canyon will have there place of activity completely destroyed by both alternatives. It is as though the climbers were causing the traffic so they took down an entire ski resort to decrease traffic to their boulders, only the climbing is free and the ski resorts charge you an arm and a leg. Is it fair to ask how much the ski resorts are paying udot to push for the gondola? that is a sincere question, no mal intentions. What happens to the gondola if there is a fire in the canyon? How badly will constructing in the canyon affect our water if a dog is dangerous to humans or a human swimming in the lake at red pine is dangerous to humans? Do you actually answer all of these questions?

COMMENT #: 11995
DATE: 9/2/21 7:47 PM
SOURCE: Website
NAME: Janine Langer

COMMENT:

Neither alternative. This beautiful canyon does not need easier access, which will only make the areas more crowded. The ski areas should limit ticket sales.

COMMENT #: 11996
DATE: 9/2/21 7:48 PM
SOURCE: Website
NAME: Alan Parkinson

COMMENT:

I support The Gondola project.

COMMENT #: 11997
DATE: 9/2/21 7:48 PM
SOURCE: Website
NAME: Lu Lu Waterhouse

COMMENT:

As with the county mayor, I am in favor of neither option . The amount of money is overblown by and order of magnitude when looked at against the number of days either solution presented would actually fix. Snowsheds, truly meant for safety, I am in favor of. Busses, meant to take cars off the road, not just increase the number of people going up the canyon I am in favor of. But busses without limiting or severely limiting private vehicles will only lead to increased crowding. These proposed uses of public moneys to seemingly support two private enterprises is ludicrous.

If you are truly worried about the safety of drivers continue to close the road when conditions warrant . Getting users up and down the canyon in dangerous conditions is only meant to allow the business up the canyon to continue functioning without a hit. Their business models are built on natural processes. If they cannot withstand losing a couple of days of reduced usage, they need to change their finances. It is not the publics charge to protect their interests. Do the right thing, don't kowtow to private interests (resorts and legislative developers), and save the canyon. Not to mention your plans do NOTHING for the other canyon that has the same traffic problems.

COMMENT #: 11998
DATE: 9/2/21 7:48 PM
SOURCE: Website
NAME: Chris Cox

COMMENT:

Why has the timeline for these construction projects not been announced? I am in the construction business and know that a multi-year project is often years behind schedule, yet there is always a timeline. The watershed is the most vulnerable during construction and it is insufficient to say the "impacts will be temporary". A multi-year construction project will hardly be temporary in the lives of those of us who use the canyon or drink water from our watershed.

Additionally construction would negatively impact traffic even more than now, which I know you know because you wrote it in the EIS.

Building parking structures in the valley would be the most logical. I support this with an increase in the bus service. Parking lots throughout the valley would increase profits to small/large businesses located near the lots. For example REI, momentum climbing and IME are all recreation affiliated companies and having a mobility hub maybe in the Smith's parking lot would be really smart..... I am positive they would be on board with bringing customers to their door.

Please build mobility hubs and improve the current bus system. It is the only logical way to resolve traffic now and respect tax dollars and people. I would like to be respected, I would like our canyon to be respected, and I would like the wishes of our smart residents to be respected.

COMMENT #: 11999
DATE: 9/2/21 7:49 PM
SOURCE: Website
NAME: Riley Andersen

COMMENT:

<https://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.308.5614&rep=rep1&type=pdf>

<https://sevincanyonstrust.org/blog/little-cottonwood-creek>

<https://slco.org/globalassets/1-site-files/watershed/watershed-library/littlecottonwoodcreekstreamsreport2001.pdf>

Heavy metals are harmful to humans. Having no plans for further water purification is an insult to those of us who depend on our watershed. How can you assure that the permanent choice to change the canyon is a good one without exhausting all other options? This seems naive to me and I am a climate expert who studies how human traffic impacts our air and water.

COMMENT #: 12000
DATE: 9/2/21 7:51 PM
SOURCE: Website
NAME: Jeff Bramwell

COMMENT:

<https://www.abc4.com/news/local-news/udot-to-give-update-on-damages-in-big-little-cottonwood-canyons/> if this happens in the canyon what happens to the infrastructure that provides support to the gondola? what if a big rock falls and damages the gondola and people are on it? WHat happens if there is any other plausible natural disaster? Why do you not use a phased approach. Please pursue a phased approach.

COMMENT #: 12001
DATE: 9/2/21 7:52 PM
SOURCE: Website
NAME: Justin Sikonia

COMMENT:

https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC_DEIS_Mobility_Hub_Scroll_Plot_6-25-2021.pdf

This represents typical views of the Gravel Pit Mobility Hub from Wasatch Boulevard

Understood that this is preliminary, but the exterior is bland, boring and monolithic. Consider decorative stamping of mountains on the exterior. Also soften the area with the creation of a picnic area around, exercise area, bike areas, bike repair tools, even a man made outdoor bouldering area. Try to encourage additional outdoor activities at this mobility hub. Free binocular/telescope, geology area. None of these would be staffed, just thinking of low cost alternative educational and recreational opportunities at this current gravel pit. BMX course, skatepark etc. Be sure to have a high presence of monitoring equipment and blue light stations where the police/security can be summoned.

COMMENT #: 12002
DATE: 9/2/21 7:52 PM
SOURCE: Website
NAME: Eric Kraan

COMMENT:

There is very little I can add to this process that I have not said before. UDOT has proven to continue to be tone-deaf to the needs of the community that will be most impacted by this project. Will this last comment change your mind?

Additional parking lots that induce car traffic along the urban segment of SR-210 rather than capture and replace said traffic with more efficient modes of transportation is an absolute betrayal of long-standing regional plans as well as safety concerns of the group of users that most depend on accessing this corridor (Residents adjacent to Wasatch Blvd make up almost 50% of users of the urban arterial of SR-210 and will continue to be the largest group of users 30 years from today).

Furthermore, both options point at the reason why UDOT continues to fail to attain, or even plan to try to attain the goals established by its 2016 Strategic Highway Safety Plan which calls for its commitment to reduce the number of roadway fatalities in Utah in 2030 by 50% (140 deaths).

As of this writing on September 2nd, 2021, the rate of fatalities continues to go up, not down, and we are likely to see the total number of fatalities exceed 300 deaths for the first time since 2003. The lack of interest by the team charged with the LCC EIS to adopt Systematic Safety within this project and force an unsafe 50 mph design speed for Wasatch Blvd segment of this project is a clear indicator of its disregard to commit to its own goals and provide the level of safety of Utahns and the visitors that will transit through this complex corridor desire.

Professional engineers and planners employed by UDOT are fully aware of systematic safety (as proposed by Vision Zero programs). They also have to their disposal the ability to implement NACTO roadway guidelines which are based on the fundamental principles to reduce accidental deaths on our roads; if they so desire.

Vision Zero and NACTO standards call for 35 mph design speed for urban arterials, such as Wasatch Blvd, where unprotected users are expected to share the road, and car traffic will intersect at a 90-degree angle with other vehicles, is not a foreign idea to the members of UDOT. Indeed it is a documented fact that every accidental collision at the speeds UDOT is proposing for Wasatch Blvd will result in serious injury or death at a rate above 90% of the time. This is indeed a particularly preventable circumstance, which exemplifies why meeting safety goals continues to prove unattainable to our state's DOT.

We can, and We MUST, attain mobility AND safety on our roads and we can certainly take the first step in making this a reality right here, right now. Sadly both of these preferred solutions fail to do so.

Indeed, this EIS is bigger than a Gondola or Busses, even bigger than the Canyon and the ski industry it intends to support. It is symptomatic of a mentality of co-dependence between a society that is left with little or no option but to get in a car, and a state transportation agency more than willing to give it more parking lots, wider streets, and faster speeds even when it is fully aware that by doing so it continues to fail to keep us all safe.

COMMENT #: 12003
DATE: 9/2/21 7:54 PM
SOURCE: Website
NAME: Adam Davitz

COMMENT:

Please explore less destructive measures in order to protect our climbing and natural habits for future generations!

COMMENT #: 12004
DATE: 9/2/21 7:55 PM
SOURCE: Website
NAME: Ryan Wong

COMMENT:

I believe that during peak winter seasons, LCC and BCC traffic should only permit busses. To control traffic, I believe that parking infrastructure over several locations near the base of the cottonwoods should be built which has shuttle access throughout the cottonwoods. To appease multiple locations, there should be 2+ bus types for each canyon. 1 to go from parking lot to resorts, and 1+ to go to stops along the way to appease backcountry and hiker users. As for maintenance and pay, I believe resort pass holders get all bus travel for free paid for by the resorts. For non resort pass holders, a basic fee can be charged for ski bus based off what is deemed necessary to keep this system running. No road widening is necessary, as a bus only system drastically reduces the traffic of the canyon in that the lanes already available is plenty.

By widening the road or adding a gondola, experiences for more than most people who frequent the cottonwoods will be altered just to appease those who just want to get to the resorts, and this is unreasonable.

COMMENT #: 12005
DATE: 9/2/21 7:55 PM
SOURCE: Website
NAME: Robert Linda Grow

COMMENT:

COMMENT ONE (1) OF ROBERT AND LINDA GROW IN OPPOSITION TO THE PROPOSED GONDOLA

No transportation hub should be created or maintained east of Wasatch Boulevard, particularly at the proposed La Caille location because the land at the mouth of Little Cottonwood Canyon was given by the Whitmore family with the specific intent that it would be preserved in its natural state and they were promised that no development would occur on that land. The proposed gondola violates the intent of the grantors, and the obligation of the recipients of the land, including the Forest Service and UDOT with respect to land taken by it for transportation purposes. The people who managed that contribution for the Whitmore family are still alive to testify to the facts surrounding this contribution. Any land received from the Whitmore family must be preserved in perpetuity and not be used for a use like the gondola which will deface the canyon. The contact information for the Whitmore family representative was given by Robert Grow to the former project manager who said he would investigate and get back to him, which never happened.

COMMENT #: 12006
DATE: 9/2/21 7:58 PM
SOURCE: Website
NAME: Christian Prescott

COMMENT:

I oppose the gondola alternative in LCC. The gondola is a high cost solution that services only the resorts but burdens taxpayers who may or may not use them. The canyon's congestion is a bigger problem than frequency, and the gondola doesn't solve the problem of peak congestion and long lines at stations. The gondola is inflexible - its cars cannot be allocated to other canyons or routes to meet demand.

I also oppose the road widening alternative. Increasing road infrastructure at this time is premature. UTA has concluded buses alone cannot meet demand, but there are other options that have not been explored to incentivize drivers to choose transit. Why will potential riders choose to use the gondola if they are not already using the bus? More riders might be tempted by reversible lanes for buses, increased frequency, and tolling.

Neither solution resolves extreme weather problems beyond avalanches: snow, ice, wind, and summer fire. Traffic problems affect a small population of users. The plan targets growth in a finite space and may lead to busier ski resorts and expansion pressure. Let's restrict usage and preserve the canyons as long as we can by first coercing more traffic to use transit with low dollar, low impact solutions that can be implemented sooner.

COMMENT #: 12007
DATE: 9/2/21 7:59 PM
SOURCE: Website
NAME: Mark Shockey

COMMENT:

I am opposed to the gondola and support expansion of bus service with electric buses. It would be preferable to ban all private automobiles except for LCC residents and employees. Failing the latter, establish a toll booth or other mechanism to charge for non-resident and non-employee automobiles.

COMMENT #: 12008
DATE: 9/2/21 8:00 PM
SOURCE: Website
NAME: Christine Gore

COMMENT:

In my opinion, as a skier of LCC, I do not think the gondola is the solution. While I think the gondola is flashy and would be a tourist attraction, I don't see that locals, who use LCC THE MOST, would want to spend the time and money to use an expensive touristy gondola to get to their ski destination.

COMMENT #: 12009
DATE: 9/2/21 8:00 PM
SOURCE: Website
NAME: Lavarne Washington

COMMENT:

The environmental justice section is whack. Poor people and minorities will be negatively impacted more than you rich people. My family goes to the canyon and we hike at one of those flat trails with our legs poking in the snow the hole time. It is nice to enjoy my family in the winter in the Little Cottonwood Canyon. Im not gonna pay a toll to go into the Little Cottonwood Canyon so my family just won't go.

I live in West Valley and our pollution and water quality is worst than east of I-15. We also have hardly any trees and those are good for us. Why isn't the Utah government helping us. I have to take 3 busses to get to work and we could use better busses over here. Yalls priorities are all wrong. Why are we paying for this when we need better for our communities? Make the resorts pay for their problem. I dont think you should do anything.

COMMENT #: 12010
DATE: 9/2/21 8:01 PM
SOURCE: Website
NAME: Greg Short

COMMENT:

In listening to the July public comment zoom broadcast and reading the final 2 alternatives as well as the other proposals on the website it appears that the concern is congestion in LCC on winter snow days. A concern for safety when the road is snow covered as well as possible avalanche concerns I am not for either of the 2 alternatives as presented. If the main concern is for safety on winter heavy snow days rather than spending 500+ million how about having UDOT be aggressively active in plowing and sanding the road on the initial snow falls rather than waiting. As a 30 year employee of the resorts it seems that UDOT does not actively plow until there is substantial snowfall in the upper canyon. At that time it is too late to effect a clearly drivable roadway. Additionally the addition of Gasex units up in the starting zones of the major slide paths would reduce the percentage of road closures when slides cross the road.

This seems to be a more logical approach for safety and costs as related to approximately parts of 10-15 days per year.

COMMENT #: 12011
DATE: 9/2/21 8:02 PM
SOURCE: Website
NAME: Kimberly Kraan

COMMENT:

For public record:

Like my neighbors, and other community members, I value the wildness and beauty of the Wasatch Mountains, and desire to see no irreversible damage imposed upon the Wasatch mountains with any planned project by udot. If there are traffic issues needed to be mitigated, it can be done so, simply without impact to the canyon. Following are my comments submitted for public record on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

To offer solutions, one must first define the problem. UDOT has not defined the problem. Udot claims there is a traffic issue in LCC, but it ignores similar traffic issues in BCC? The EIS by UDOT does not even include BCC, as if it is devoid of traffic issues, or won't be impacted as winter skiers fed up with the LCC ski resorts shenanigans shift from LCC to BCC, placing even more impact on BCC. I guess ultimately udot will receive more grant money to create a new study of seasonal ski traffic impacts in BCC, and we'll be deliberating solutions once more.

Let's talk LCC and the preferred solution UDOT has presented:

First, I challenge UDOT to go back and define the 'perceived' traffic problem. UDOT claims there is too much traffic impediment in LCC, and ergo proclaims a demand for mobility improvements exists. The EIS conversation is confined to winter impact, as that is the implied impact. Yet, how bad is the traffic issue? Let's get right to the heart of the traffic issue - it is due to ill-equipped vehicles and lack of traffic management. Impediments in LCC is direct result of UDOT allowing ill-equipped vehicles into the canyons during extreme driving conditions. And, please note, by doing so UDOT is placing driver's safety at risk. UPD can barely handle checking tires during winter, and between UPD and UDOT it's a collective comedy of errors with opening/closing the canyon road and lifting traction laws throughout any scheduled weather event days. To UDOT's credit they have succeeded in providing a level F service to drivers.

The issue related to safe driving conditions for vehicles in LCC is two-fold: 1. the 'lax' state traction law mandate, which allows for use of M+S tires in conditions that really demand Mountain snow rated tires, and 2. the fact that udot, not UHP, has knack to open/close the canyon, or lift the traction law (momentarily) throughout any given snow event day; allowing cars into LCC during interim clear moments of weather only to have those same ill-equipped drivers encounter slick, dangerous roads when attempting to unload the canyon later the same day as weather degrades... This scenario happens repeatedly, like clockwork, and drivers ultimately get caught in conditions they are not prepared for as result. I asked udot it's reasoning for opening/closing the canyon and lifting the traction laws multiple times throughout a scheduled weather vent day, and they responded that they cannot keep on traction law requirements in effect (for closed or 4x4/chains) when weather momentarily improves, despite stormy weather events scheduled throughout the very same day. With that, I place 100% responsibly of driver incidents in LCC onto udot, so much for goals of Zero fatalities. UDOT could easily remedy occurrences of traffic incidents in LCC by simply recommending that the state (legislators) impose more stringent traction laws in the LCC (and BCC) canyons, mandating mountain snow symbol tires, not accepting M+S tires. I've written to udot on this, go read the difference, and ask yourselves why cars keep sliding off the roads causing problems for all drivers. That red snake will never go away, otherwise.

As I have engaged in this process for the past 4+ years, I have little faith in an agency who is provided too much power to push its self-serving EIS conclusions onto public, without employing outside independent agencies to validate its data and/or findings. The result is evident, udot presenting an

inflated, monster of a narrative to meet private investor interest in getting more patrons to resorts, appeasing developer interests, and positioning Snowbird for future Oly winter games venue, and doing so at tax payers expense, rather than to curtail any perceived traffic issues is speaks of in its purpose. Dare UDOT to employee best practices solutions in LCC with simple, logical, and reasonable cost-effective solutions.

Those perceived traffic issues, udot demands exists, can be resolved quite easily and inexpensively. But, that won't land udot the largest scaled project in its existence as a state agency. Is UDOT even prepared to handle this vast scope of a project? Decrease traffic by 30%? None of the proposed preferred solutions will reduce traffic in LCC, as udot claims, unless a limit to total number of vehicles in LCC is imposed, and/or is accompanied by a toll to help mitigate the total numbers of cars entering into the canyon. Further, nothing in the EIS study calls for Winter Ski Traffic Management, i.e. the hiring of staff to police number of cars entering the canyon. Taking away shoulder parking in key areas, as your EIS calls for, still does not limit the number of cars attempting to drive up to find parking. So, have the numbers truly decreased? The winter traffic impediment occurrences, due to those 'quit your job powder days' has been argued to range from 20-30 days per season, yet where is the statistical data, UDOT? UDOT demands there is a traffic issue that needs resolving, a traffic issue that exists 20-30 days per year, yet fails to provide factual data to support its claims. Spending of \$592 mil of tax payer monies on a novelty gondola propagated by developers and private interests will not alleviate vehicular traffic on the ground. In fact all of its preferred solutions, to contrary, UDOT will increase traffic in the local community areas of Sandy, Granite, and Cottonwood Heights. The solutions call for increasing traffic by virtue of inducing demand - widening lanes, and building parking structures inviting traffic - in the very area UDOT claims to be reducing traffic. Parking Garages & Expanding Sr-210/Wasatch Blvd will increase vehicular traffic in the area. UDOT has not presented a plan for traffic management when the parking garage is full. What happens when vehicles are turned away, and just left to circulate within the area, or spill into adjoining neighborhoods (degrading safety of neighborhoods) looking for parking, or just trying to get out of the immediate area to scramble to another parking garage location (gravel pit or 9400 S) to eventually take a bus to a gondola station or up the mountain. There will also be more cars as people uber their way to the gondola hub, or up the canyon, again inducing more traffic into the vicinity. UDOT has not presented a realistic traffic study. Where do the all those excess cars go? What is the load capacity projection and remediation plan for those peak snow/weekend/holiday days? Udot's unveiled an ultimate plan for a 7 lane highway (SR210/Wasatch between Bengal Blvd and Lacaille property), aimed to direct patrons to the commercial ski village development (by developers McCareless and Neiderhausers) planned at the laCaille property. Please stop presenting the solution as a "soft-sell" 5 lanes with 2 flex bus lanes, it's 7 lanes. Community members are capable of math, and it's insulting to see udot time and again try to soft-sell 7 lanes. 7 Lanes X 12' wide lanes= 84' feet in width, plus shoulders and a protected bike lane. 7 planned lanes thru quiet neighborhood areas will destroy these areas forever, and will make it less safe for community residents to ingress/egress their neighborhoods. Residents in the areas for years have been demanding UDOT reduce the road speeds of SR210/Wasatch from 50 mph to 35mph, to no avail, and in response UDOT is queuing to construct a 7 lanes road, of Bangeter proportions. UDOT, like the honey badger, don't care, despite begin a public agency tasked with public safety on state roadways. There are no plans to shove open 7 lanes to the ski resorts in LCC, nor 7 lanes planned southbound thru Granite and Sandy areas to 9400 S, nor thru Draper Wasatch. The 7 lanes do not even address any proclaimed commuter traffic, any commuter traffic all gets squeezed right back to 2 lanes. So, why inflict this much influx of added traffic onto the poor little doormat city between the canyons? The only purpose 7 lanes of road expansion of SR210 serves is to get patrons to the commercial development planned, which now will house an 1800 stall parking garage to serve the gondola. UDOT could achieve moving patrons via buses, and by adding a singular 'bus only lane' or shoulder use to move people to parking hubs, from multiple points outside the area, but clearly that would be to logical. The demand for 7 lanes to the commercial development appears only to be demanded by developers, and ski resorts, not public. The public need is not demonstrated nor validated in Udot's EIS. UDOT needs to STOP insisting to use tax payers money to fund private developments profiteering interest. Let developers, and resorts pay for their selfish interest. See how quickly they will put stop to their plans. To recap, if the goal is to decrease LCC canyon traffic

then install a toll system, and limit cars, and increase bus services, as needed to absorb the balance of patrons desiring to get into the canyon. In other words Udot, please employee a rationale solution using on-demand, flexible mass transit that does not costs tax payers hundreds of millions of dollars. Where is the load capacity study for LCC? How can UDOT proclaim to solve a problem when it has not presented actual data of car traffic studies, per ski season. Those numbers are coveted by resorts, so UDOT really has no valid #'s to draw it's conclusions, the studies are speculative at best. Neither preferred solutions address summer canyon usage. Where is the traffic study of SR210 for both winter and summer use? The gondola for winter use only is frivolous spending.

Where is UTA in this process? Why are they not a stronger presence at the table, with a more active role? They are the state appointed mass transit division, and that is not UDOTs role, but UDOT has assumed that lead in this process. Udot is transportation, highways, roads, not mass transit vehicles. UTA did not get a huge grant to study the issue, and as such are essentially taking a back seat, in a smaller collaborative role, but they need to publically speak up here.

It should be noted for public record, that UDOT created a short-term partnership with CWC (Central Wasatch Commission), then quietly backed out, perhaps its public image looked a little too cozy with stakeholder interest, implying collusion, or some level of conflict of interest. Though, as public appearances go, it appears that did not stop udot from supporting private enterprising interests of the gondola project.

It's widely known snowbird is positioning itself to host Oly event if the state gets the bid. Snowbird needs to prepare its resort to meet IOC requirements, and that comes at a price, but udot is making that price, in part, as costs to public by promoting the gondola solution as it's preferred EIS solution. Snowbird has been maneuvering itself with their Gondola works propaganda web site, and is set on manipulating use of public tax dollars to achieve its goal. The resorts want more patrons, UDOT claims there are traffic impacts in the canyon... Which problem is UDOT solving with the gondola? UDOT was presented with hundreds, if not thousands, of solution options throughout the EIS process, from community members, yet is dismissed them all, and instead presented to public its preferred two scenarios. That is not public engagement any more than requesting public comment once more for this process, is just a formality. UDOT had changed its scope of the EIS when the gondola reality emerged. Yet, one objective UDOT is failing to meet in its EIS study preferred solutions is that of serving as an agent of public safety. Rather, UDOT sees the larger money this project could net their agency, and has disregarded public safety concerns by implementing solution that will inevitably endanger public, namely widening Wasatch SR 210 to 7 lanes. Its preferred solution has degraded bike lanes, and it has degraded safety of any neighborhood residents who need to ingress/egress onto SR210 through any of many adjoining cottonwood heights streets. UDOT has failed to demonstrate it has increased the level of safety of residents (something it has tasked itself with within its own mandate). Area residents have not been keen on udots change of direction and lack of concern for public safety. When John Thomas, UDOT's former EIS project manager, dared to open his mouth and show compassion to local residence on issues of safety - to grant an effort on behalf of UDOT to reduce the speed limit on SR 210/wasatch from 50 mph to 35 mph - what did UDOT do? They yanked him off the project and replaced him, then revised the scope of the EIS, doing in house damage-control as to not have to address the road speed design issue. Sorry, UDOT that did not make the issue go away. Residents in the area demand safety, and your agency is tasked with their safety. How will UDOT mitigate inevitable safety issues with the increased traffic it is inflicting upon the area with its preferred solutions?. UDOT has not provided any sound impact studies for the area planned for 7 lanes of highway, other than to state it will build a 8' to 10' wall along SR210. Nor has udot provided any air quality studies, indicating the increased pollution due to inducing more vehicles into the area through road widening. UDOT has not provided speed impact studies for a 7 lanes road planned at 50mph. Udot has not provided any other environmental studies on eco-systems, or flora and fauna, sensitive lands, and water shed impacts. Rather the few studies udot has conducted have all been in-house, with desired outcome to support its narrative.

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). What exactly is UDOT planning for - increased patronage at resorts or reducing proclaimed traffic issues? Where is the data supporting daily skier trips per day, per season to validate the need for 7 lanes on SR210, or adding a bus lane up LLC, or validating a gondola? 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?

Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminus areas at Alta Ski Resort and Snowbird Resort. The preferred solution fails to meet the greater public need, and it self-serving to ski resorts and private developer interests. 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? Road widening and gondola towers both will irreversibly and drastically negatively impact the impervious surfaces areas for ever. There is need to have clear access to towers for safety checks, maintenance, and evacuations. How has UDOT addressed this? Widening the canyon road for a 3rd non-stop dedicated bus lane will have the least on the canyon. With a traffic management plan in place, and temporary redistributing lanes in winter months, a bus only lane can function without dramatically increasing the current road widths. The r.o.w. width can be used to create a flex bus lane for seasonal use. Reverse lanes are employed successfully in cities all across the USA, long overdue to incorporate a reverse bus lane in LCC. UDOT had not addressed the fact that gondola towers, proposed 23 of them will be 200' or taller, and will require safety aerial lighting. UDOT, show us a comprehensive scenario whereby you compare the impervious surface area of creating 1 bus/bike reverse lane within LCC, to the impervious surface area impact of 23 gondola towers that each require disruption of 2 acres of land surface. The current LCC road profile is 2 lanes + bike lane (eastbound) and shoulder on downhill (unloading, westbound), so the additional pavement width requirement would be estimated at 6-8' feet at most over 7-8 miles within the canyon section. Outside of LLC, SR210 to Bengal Blvd is already wide enough in most of its profile to accommodate 3 lanes, with center lane as reverse bus lane in winter months.

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, by induced demand. UDOT has not thought out the "last mile aspect of its proposal; issues for local area residents will worsen or become exasperated by either preferred scenario. Local area residents will still experience the impacts of the powder day cluster of traffic. Connecting people from their point of origin (homes, hotels, etc) earlier in the process, to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all who wish to enjoy the beauty and wildness of the Wasatch Range. Mass transit hubs need to be located in more centralized areas, and not saturate along the east benches inducing more influx of traffic to the area. UTA can, and should, offer "ski-fast" direct bus services from numerous existing or newly planned mass transit hubs throughout the valley that can express deliver patrons to either the resorts, or gondola base.

UDOT has not address gondola safety - there is no evacuation plan disclosed in the EIS, nor alternative plans when high winds or power outages which will prohibit the gondola from operating. Much deliberation circulates around whether gondolas will run during regularly scheduled avalanche blasting, that is a frequent occurrence in LCC. Gondolas, like other report lifts will be prompted to forced shut down during lightning and thunder events. When the 20 minutes has delayed operations for over an hour, what is the plan to evacuate those passengers trapped in the gondola? UDOT has failed to provide specific information on public safety operations procedures, and 'real' travel times during these events.

With covid a more long-term reality, how will UDOT handle the clustering together of gondola riders, will they mandate proof of vaccination, or variation of covid negative testing?

The visual intrusion of a gondola with 23 towers scraping the sky at heights of 200' - 250' will devastate the canyons natural beauty and landscape forever. Once destroyed we can never get it back. UDOT, please for the sake of the canyon, do not destroy it for " future generations."

COMMENT #: 12012
DATE: 9/2/21 8:02 PM
SOURCE: Website
NAME: Justin Sikonia

COMMENT:

https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC_DEIS_00b_Summary.pdf

pdf page 18

Gate Buttress Alternative A

The water quality buffer on the south side of the parking lot bordering the north side of the road is entirely useless as proposed. If anything that should be additional parking in parallel with the road. How can you have a water quality buffer between a parking lot and a paved road? The answer is you can't. All of that should be paved. Having it paved allows a more space for cars, bikes, motorcycles to pull over and improved parking.

COMMENT #: 12013
DATE: 9/2/21 8:04 PM
SOURCE: Website
NAME: Warren Crummett

COMMENT:

I think the gondola would be awesome. You have my support

COMMENT #: 12014
DATE: 9/2/21 8:05 PM
SOURCE: Website
NAME: Gordy Peifer

COMMENT:

Seeing the illustrations of gondola towers in Little Cottonwood Canyon just about makes me sick. There has to be a less permanent solution to a problem that occurs maybe 20 days a year at most.

COMMENT #: 12015
DATE: 9/2/21 8:05 PM
SOURCE: Website
NAME: Savannah Jessop

COMMENT:

Hello. I feel gross. This makes me feel gross. Snowbird gets Utah great tourism [REDACTED] but the people that actually keep you in business are those that stay year round. That call this place home. If your incapable of listening to your town, to the people who love snowbird, the people who keeps you in business. Then why are you leading this project. This gondola system is so unnecessary to our canyon. I grew up here and this canyon will forever be my home. We are so lucky to have a mountain range and a really nice city right next to each other. The reason people love nature is because it's away from the city noise, it's away from technology. Little cottonwood is where I've gone to celebrate and to weep, please keep this place natural. Our environment is special and with climate change on the rise the last thing we want to destroy further is our own home. Add more bus systems. Get rid of ikon. You seriously only care about the money. The people who live here, and pay for your [REDACTED] are begging to stop this. Look at the recent post on Instagram. NO ONE is on board. They deleted popular comments against the gondola and are hiding from backlash. Little cottonwood belongs to the people. Not to snowbird

COMMENT #: 12016
DATE: 9/2/21 8:07 PM
SOURCE: Website
NAME: Jordan Hyzer

COMMENT:

Destroying nature to wooden a road is a disgrace. Especially when people use this space for recreating! Big changes start with small ones. Make the right choice.

COMMENT #: 12017
DATE: 9/2/21 8:08 PM
SOURCE: Website
NAME: Janice Sugiyama

COMMENT:

As a rock climber, hiker, and backcountry skier for the past 30+ years, my husband and I have visited and recreated almost every week throughout the year in Little Cottonwood Canyon. Through the years we have seen increases in numbers of people throughout the canyon, but it increases hugely in the months of December- March. The late spring, summer, and fall seasons just do not see the visitation numbers that would warrant impacting LCC to such a large degree. The options presented by UDOT, construction of a gondola and or road widening, mostly benefit the ski resorts during those winter months. The gondola would have no redeeming benefit for hikers, climbers or backcountry skiers.

One of the major reasons so many people flock to LCC from urban areas is the wild beauty in such close proximity. Both UDOT ideas would hugely negatively impact LCC in terms of wilderness aesthetic. I do not want to climb the routes at Crescent Crack, Schoolroom and Dihedrals only to turn around and see Gondola Towers. Why is UDOT not considering less impactful alternatives to reducing traffic? Why not first consider trying increased bus or shuttle service? Or imposing a toll to encourage carpooling?

NO to widening the road and an emphatic NO to building a gondola without trying less impactful alternatives!

COMMENT #: 12018
DATE: 9/2/21 8:08 PM
SOURCE: Website
NAME: Justin Sikonia

COMMENT:

https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC_DEIS_00b_Summary.pdf

I vehemently disagree with the White Pine Trailhead Alternative A diagram. Why are we building a new road to facilitate eastbound and westbound traffic (see right side of the diagram)? There already is an existing entrance. That should be expanded and enhanced. By the way, turning west is extremely hazardous in either options. Why not keep the existing entrance to facilitate east bound entry and exit and then build a flyover to facilitate south bound exit? Understood a flyover costs money, but this is the premier trailhead which sees tremendous use in both winter and summer. Turning westbound is extremely hazardous.

COMMENT #: 12019
DATE: 9/2/21 8:09 PM
SOURCE: Website
NAME: Rebecca McLeran

COMMENT:

NO. Lets limit growth of any kind. It isn't all about money and how much money we can make....Who wants to be up in the canyon if that many people are going to be up there ?

Dont ruin our canyons

COMMENT #: 12020
DATE: 9/2/21 8:09 PM
SOURCE: Website
NAME: Wayne Niederhauser

COMMENT:

Gondola is the only true solution. The problem is the road and parking. The road is steep, hazardous in weather and subject to avalanche. Buses just add to the problem. Get people off the road and vehicles out of the canyon. Approve Gondola.

COMMENT #: 12021
DATE: 9/2/21 8:12 PM
SOURCE: Website
NAME: Lisa Niederhauser

COMMENT:

I support the gondola option for Little Cottonwood Canyon. As a frequent runner on the canyon road, I have seen first hand the incredible danger to drivers, pedestrians, etc. The Gondola is the only true solution. The road is steep, hazardous in weather (subject to avalanches). Buses add to the problem. We need to get people off the road and vehicles out on=f the canyon.

COMMENT #: 12022
DATE: 9/2/21 8:14 PM
SOURCE: Website
NAME: Jay Tee

COMMENT:

Please support the gondola option. Thanks!

COMMENT #: 12023
DATE: 9/2/21 8:14 PM
SOURCE: Website
NAME: Matthew McBurney

COMMENT:

I do not have an extensive comment but I will add my self to the group who is very against the gondola being built. The simple reason is that it will not fix the actual problems here. Secondly it is a clear way for the resorts to just make more money while ruining our access to the beautiful nature that draws so many of us to this state. I would prefer an option like the Zion bus system, not allowing any private vehicles up canyon on peak days. This is the only option I see fixing the problem on the busiest of days. I would also prefer if the busses would stop and notable trailheads such as white pine knowing that this canyon is not just for tourists paying hundreds of dollars to the two resorts. Please do not go forward with the gondola furthering the negative impacts alta and snowbird are having on our canyon.

COMMENT #: 12024
DATE: 9/2/21 8:14 PM
SOURCE: Website
NAME: Jennifer Welding

COMMENT:

1- enhanced bus priority service
2- cars wait while busses have lane priority
3- high snow days only bus option- especially in morning hours while road are being cleared
4- must increase busses to make this work increased pick up frequency and locations for pick up and stop. (Times waiting for a bus has been 2 + hours especially by the intersection on watch)
4a- including reopening of park and ride at mouth of lcc.
5- I am part of the problem in driving solo I need to be better. Parking up at canyon is limited anyway.
6-bcc is facing the same problem so 2 gondolas seem unrealistic.
Finally, appreciate the opportunity to comment.
Ps- back country parking pass seems like a compromise. (I enjoy both) otherwise there will be to be back country stops.

COMMENT #: 12025
DATE: 9/2/21 8:16 PM
SOURCE: Website
NAME: Janet Shank

COMMENT:

Stop using fossil fuels. Move forward to the future not back to the way it used to be. It is gone now. Put in the gondola and run it with green energy.

COMMENT #: 12026
DATE: 9/2/21 8:16 PM
SOURCE: Website
NAME: Erin Andersen

COMMENT:

While I love the skiing opportunities found up Little Cottonwood Canyon and loath the traffic that occurs in the canyon on a regular basis during the winter, I also very much look forward to the summer climbing that is available just a stones throw from the existing roadway. The boulders in LCC provide a recreational outlet to climbers in the Salt Lake community as well as visiting climbers from all over at no cost. This option prioritizes the profits of the resorts while destroying other opportunities for recreation down canyon that contribute to the overall draw of the Wasatch Mountains. A less permanently destructive option should be chosen.

COMMENT #: 12027
DATE: 9/2/21 8:16 PM
SOURCE: Website
NAME: Eric Kreutzer

COMMENT:

I moved to Salt Lake City because of the world class rock climbing and incredible local access in the Wasatch. As a boulderer, I primarily recreate in LCC, and care deeply about protecting the canyon. Please consider less destructive options before tearing up this gorgeous local natural setting to benefit the interests of the ski resorts. There are other ways to share the canyon with all stakeholders. Please do not build the gondola or widen the road, but first consider other options like increased busing, tolls, parking reservations, out-of-the-canyon parking garages, etc. The gondola and wider road are both highly destructive and irreversible projects that will forever alter the beauty of little cottonwood canyon.

COMMENT #: 12028
DATE: 9/2/21 8:18 PM
SOURCE: Website
NAME: Bruce Plenk

COMMENT:

Please reject both of these options and develop a better frequent electric bus system on the existing roadway. During peak travel times (perhaps 8-10 am at mouth and 4-6 pm at resorts) the road should be closed to cars and thus bus only. Cars could be allowed at off peak times only. If they have to wait so be it. The resorts need to limit the number of skiers per day. The buses should stop or pick up passengers anywhere in the canyon to assist hikers and cross country skiers, not just go to the resorts. That would just help the resorts make more money at our expense...and the gondola towers would severely impact the canyon as well. Do not build the gondola. Do not greatly expand the road. Of the two poor choices, the gondola is by far the worst. Without some limit at the top, increasing skier capacity in the canyon is a fools goal.

COMMENT #: 12029
DATE: 9/2/21 8:19 PM
SOURCE: Website
NAME: Stephanie Tasso

COMMENT:

Please preserve Little Cottonwood Canyon, including the climbing boulders. The proposed tram will forever alter the natural state of Little Cottonwood Canyon. Please pursue less destructive options that preserve the canyon, as we now enjoy it.

COMMENT #: 12030
DATE: 9/2/21 8:21 PM
SOURCE: Website
NAME: J B

COMMENT:

Don't build a gondola it's a waste of money on a system that already works fine when not interfered with

COMMENT #: 12031
DATE: 9/2/21 8:21 PM
SOURCE: Website
NAME: Marisa Cones

COMMENT:

Just becauyit was worked on for multiple years does not mean ether of these options are right. Increase bussing and see how that helps. Don't widen the road. Don't put the gondola in. Just try more bussing !! You are going to scare the canyon for private business. Ski resorts should not ruin the canyon.

COMMENT #: 12032
DATE: 9/2/21 8:22 PM
SOURCE: Website
NAME: Micah Jepps

COMMENT:

I am much more in favor of the tram. It offsets greenhouse gases and I'd prefer reliability over mobility.

COMMENT #: 12033
DATE: 9/2/21 8:23 PM
SOURCE: Website
NAME: Rowan Bradley

COMMENT:

I hope you'll reconsider the gondola project, and instead fund the bus service, introduce tolling for fresh powder day, and restrictions on when passenger vehicles can go up. The gondola would restrict access for all in favor of the few who ski.

COMMENT #: 12034
DATE: 9/2/21 8:23 PM
SOURCE: Website
NAME: Robert Linda Grow

COMMENT:

COMMENT TWO (2) OF ROBERT AND LINDA GROW IN OPPOSITION TO THE PROPOSED GONDOLA

No transportation hub should be created east of Wasatch Boulevard, particularly at the proposed LaCaille location. The proposed gondola base station will draw significant additional bus and car traffic to all roads around the Triangle area at the mouth of the canyon and continue to significantly degrade air quality for residents in the Triangle and other nearby neighborhoods. Even today, when traffic is held up at various locations at or near the mouth of the canyon, thousands of cars and buses idle on all three sides of the Triangle. This produces a cloud of exhaust containing CO, NOX, SOX, and PM 2.5. This noxious cloud is very potent and can be smelled by all nearby residents. There is little question that the air being breathed on these mornings is very unhealthy for the residents, the skiers, and the first responders and exceeds federal clean air standards. UDOT's evaluation of the gondola proposal and its alternative is devoid of any analysis of the proposed gondola's impact on local air quality. Any Environmental Impact Study of the gondola and other alternative must analyze impacts on air quality, particularly to surrounding residences. Bad local air quality (pockets of unhealthy air near plants, refineries, rail yards, freeways and other congested roadways, congested urban centers, etc.) is the next frontier for air quality science and regulation to protect public health and needs to be modeled and fully taken into account in evaluating the proposed alternatives. This issue was pointed out to UDOT in a prior round of comments and no response was made.

COMMENT #: 12035
DATE: 9/2/21 8:24 PM
SOURCE: Website
NAME: Leslie Scopes

COMMENT:

We're letting the tail wag the dog! The plans should include a ski resort reservation system, ride-sharing, tolling, road closures after ski resort parking lots are full, an increase in the current bus system. We are spending huge sums to serve only 2 of the Wasatch resorts. That is preferential treatment benefitting only the few., at the expense of the many.

COMMENT #: 12036
DATE: 9/2/21 8:24 PM
SOURCE: Website
NAME: Clifford Grost

COMMENT:

As a long time skier of Little Cottonwood Canyon from 1978. The gondola option would have the least impact on the canyon, the air quality, and will be able to run when roads cannot be used. While UDOT keeps the road as clear as possible, too often congestion on the roads prevent it. Parking up at Alta and Snowbird is limited. Many times the busses are are full and people have long waits to get down. The gondola solution and parking at Breckenridge CO works great and helped to reduce Congestion on the mountain. We can do the same here in Utah

COMMENT #: 12037
DATE: 9/2/21 8:25 PM
SOURCE: Website
NAME: Julia Sorenson

COMMENT:

Oh I don't know why you are going to spend half \$1 billion on a problem that does not even exist. I live in the canyon, and I see traffic being a problem maybe 15 to 20 days a year. Why haven't we explored other options, specifically a toll to mitigate traffic. This project was originally planned for both big and little Cottonwood Canyon, what happened to doing anything for big Cottonwood Canyon? This project has no popular support, and is completely unnecessary. Start with a toll and increased passes, that will generate revenue to build avalanche sheds.

COMMENT #: 12038
DATE: 9/2/21 8:27 PM
SOURCE: Website
NAME: Brian Keyes

COMMENT:

Both proposed solutions see like a last minute phone in for a problem that neither address effectively.

Especially the gondola, for the cost and far less environmental impact for more or less the same end result as the enhanced bus with no roadway widening, it is indefensible. All of these solutions also are Band-Aids on the symptoms, not the core problem of the LLC traffic which is evaluating why the Utah tax payers would be responsible for making improvements that only benefit two private businesses (Alta and Snowbird). The natural splendor of LLC is a needed refuge year round for many valley residents who enjoy hiking, climbing, snowshoeing, and backcountry skiing, none of which the proposed solutions account for in favor of more resort skiers.

The irreparable damage that adding a lane or building a gondola would cause year round forever forward are not worth the benefit of a bit less traffic backup on 10 days a year. Any proposed changes need to evaluate the year round negative impact. From a tourism perspective as well, people visit SLC for the natural beauty; a view-blocking gondola or a 4 lane road are huge changes to both the human enjoyment of the canyon and the vast ecology of the region.

Furthermore, there seems to be little in materials on the impact the construction of either alternative will have on the canyon. These damages are just as lasting as visual and noise pollution when operational.

UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon.

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape.

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems.

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.

Thanks for you time - please reconsider the bigger picture of this project and address the cause, not the symptoms.

COMMENT #: 12039
DATE: 9/2/21 8:29 PM
SOURCE: Website
NAME: Daniel Garstang

COMMENT:

Hell yes.

COMMENT #: 12040
DATE: 9/2/21 8:29 PM
SOURCE: Website
NAME: Tyre Taft

COMMENT:

I like little cottonwood without a gondola. Thanks

COMMENT #: 12041
DATE: 9/2/21 8:29 PM
SOURCE: Website
NAME: Catherine Sharpsteen

COMMENT:

Thank you for providing this opportunity for citizen input to the decision-making process on transportation in Little Cottonwood Canyon.

Utahns pride themselves with their fiscal responsibility with public funds, exemplified by the adoption of “Chevvy” instead of “Cadillac” educational programs. Building a gondola up Little Cottonwood Canyon to ferry the wealthy to their ski lifts does not fit that model of fiscal responsibility.

Some say “build it and they will come,” expecting grand tourism windfalls from the proposed gondola project. But that is not in the best interest of our communities. The Wasatch Mountains, beloved by all, are already over-used. Our climate is warming. With the on-going drought will there even be water for making snow when it no longer falls from the sky?

While a big gondola can carry a lot of passengers, its schedule will be limited. It will not have the flexibility to meet changing demands. Tickets to ride the gondola will be expensive due to the high cost of construction. The building of the project would compromise the character of the wild areas it passes through.

In winter, avalanche danger in Little Cottonwood Canyon is high. There is no doubt some protective measures are needed for the road. I support building them.

Enhanced and improved bus scheduling and good options for storage of belongings while recreating are a few relatively cheap changes that could keep cars out of the canyons. Electric buses could keep emissions out of the air. Schedules can be flexible to meet demand, with some express routes going directly to the ski areas and others serving trailheads and picnic grounds.

Fundamentally the alternatives before us show case two philosophies: One is to use public money to subsidize big businesses operating on public lands.

The other is to use public money to improve the quality of life of ordinary citizens by investing in convenient, economic transit that they can afford to use when visiting their public lands.

I’m an ordinary citizen. I want enhanced bus service in Little Cottonwood Canyon. I am against building the gondola. I also want reduced vehicle traffic in Little Cottonwood Canyon. Adding a bus lane wouldn’t discourage private vehicle. A month-long study in which enhanced bus service (frequent, convenient, cheap, fast) is provided while private vehicle usage for non-canyon residents is prohibited is needed before construction is approved.

Respectfully submitted,

Catherine Sharpsteen

COMMENT #: 12042
DATE: 9/2/21 8:31 PM
SOURCE: Website
NAME: Michaela Chan

COMMENT:

The gondola is going to destroy everything in its path. It is going to destroy habitat, vegetation, and iconic boulders that have served climbers of the world for years. Nature is not our playground to modify any way we want, there is a boundary. If the effects of humans haven't been showcased enough already, it definitely will if this goes through.

COMMENT #: 12043
DATE: 9/2/21 8:31 PM
SOURCE: Website
NAME: Brent Hadley

COMMENT:

No to go gondola. Save the the feel of the canyon

COMMENT #: 12044
DATE: 9/2/21 8:31 PM
SOURCE: Website
NAME: Laura Dang

COMMENT:

From someone who moved to SLC recently, I was previously enrolled in the UDOT program to go up the canyons during the winter season and there was not a single time I saw anyone check vehicles regulations. What was the point of that program if it was never enforced? A gondala is not the solution for this traffic, I enjoyed the bus system during ski season and not many utilize this resource. There must be an alternate solution to this but destroying parts of LCC is not it.

COMMENT #: 12045
DATE: 9/2/21 8:32 PM
SOURCE: Website
NAME: Felix Rauscher

COMMENT:

Please consider more clothes on snowy days. For 340 days everything is just perfect.

COMMENT #: 12046
DATE: 9/2/21 8:32 PM
SOURCE: Website
NAME: Kelsey Hoult

COMMENT:

Enhancing the bus service is not a long term solution. I am an advocate for a train up the canyon like the famed resorts in the Alps. A gondola would be my second choice. The busses are just such a 1980s duck tape fix to this huge problem of access I had to voice my opposition and voice my opinion for a modern long solution.

COMMENT #: 12047
DATE: 9/2/21 8:35 PM
SOURCE: Website
NAME: Cameron Maier

COMMENT:

This proposal will have a huge negative impact on the canyon and should not be considered. The environmental impact will be too large and too many beautiful resources of the canyon will be lost. Including the boulders and climbing areas.

COMMENT #: 12048
DATE: 9/2/21 8:35 PM
SOURCE: Website
NAME: Anna Lee Zanetti

COMMENT:

Don't build the gondola. Please think about the larger impact on the canyon and protect the world renowned historic and irreplaceable climbing of Little Cottonwood Canyon.

COMMENT #: 12049
DATE: 9/2/21 8:36 PM
SOURCE: Website
NAME: Ben Tolomeo

COMMENT:

The natural features in the canyon that may be lost, can never be replaced by man-made means. They have served our past generations, current generation, and could serve as resources for future generations yet to come. It's hard to quantify the price of resources like that, but it is surely worth more than the benefits of widening the road in Little cottonwood canyon.

COMMENT #: 12050
DATE: 9/2/21 8:38 PM
SOURCE: Website
NAME: Robert Linda Grow

COMMENT:

COMMENT THREE (3) OF ROBERT AND LINDA GROW IN OPPOSITION TO THE PROPOSED GONDOLA

Before radically altering and forever marring the appearance and viewsheds of Little Cottonwood Canyon for the entire ten (10) miles from mouth to peak, the Wasatch Front Resorts should be directly and efficiently connected the much shorter distance to the Wasatch Back Resorts. There is no question that a significant fraction of the traffic up Little and Big Cottonwood Canyons is tourist skiers coming from the Park City Area in rental cars. It is also true that the roads to Park City are partially congested with tourists from the Wasatch Front. This two-way tourist traffic uses up road capacity and degrades regional and local air quality. This essential connection to any long-term solution has only been treated as an afterthought in the alternatives analysis.

COMMENT #: 12051
DATE: 9/2/21 8:39 PM
SOURCE: Website
NAME: Jean Tabin

COMMENT:

I have been very disappointed with proposals thus far. I instead like the idea of electric buses and increasing bus numbers, incentives not to bring cars such as as paid parking.

COMMENT #: 12052
DATE: 9/2/21 8:39 PM
SOURCE: Website
NAME: Meredith Johnson

COMMENT:

Permanently changing LCC seems like a rash decision before exhausting other options. Spending money on a half billion dollar project that would only be needed for 10ish days a year does not seem like a good use of tax payer dollars.

Expand parking and improve the bathrooms before the canyon to promote carpooling and buses. Traffic and parking is more than just a winter problem at Alta and snowbird. Congestion at White Pine half way up the canyon needs a solution which the gondola would not solve. I do not support the gondola. I support additional public transportation.

COMMENT #: 12053
DATE: 9/2/21 8:39 PM
SOURCE: Website
NAME: The Front Climbing Club

COMMENT:

The Front expresses our strong opposition to the Utah Department of Transportation's alternative transportation proposals for Little Cottonwood Canyon (LCC). Both the gondola and enhanced bus system would cause irrevocable damage to the canyon and threaten LCC's iconic climbing, which not only serves as a sanctuary for local climbers but is also renowned nationwide. The climbing in LCC is a driver of outdoor tourism and attracting talent to relocate to SLC.

There are over 20,000 members across all the climbing gyms in greater Salt Lake City. The Front alone collects more than \$500,000 in sales tax, 90% from membership dues. For our business to continue to be successful, and our 150 employees to remain employed, it is imperative that the climbing areas around SLC remain accessible and protected. As our business continues to expand, we are constantly hiring, and with the tight job market in the valley, we are often hiring candidates nationwide and relocating them here.

This is common throughout the outdoor industry and other industries. People want to move here for the outdoor activities, and skiing is just one of them. Both the gondola and enhanced bus service would demand \$500+ million in taxpayer dollars and serve only to benefit the ski resorts.

While skiing is a popular activity in LCC, it is far from the only one. Other outdoor activities are equally important to candidates and potential residents (taxpayers), and SLC must stay competitive to continue to attract and keep talent. Because of this, the Salt Lake Climbers Alliance and the Church of Latter Day Saints have spent hundreds of thousands of dollars and tens of thousands of hours repairing trails, removing graffiti, and generally caring for what is likely to be destroyed by the gondola and expanded bus service options.

Salt Lake, and Utah, already made a huge financial mistake by losing the Outdoor Retailer Show. Please don't continue down the path of superficial support of outdoor recreation.

The gondola and expanded bus service are not adequate transportation solutions for LCC. They service one user group, and financially benefit only the ski resorts. This is an obvious misuse of taxpayer money. The ski resorts are financially strong; please do not sacrifice the stability, profitability, and quality of life value of the other uses of LCC.

A solution that impacts the economic stability of the rest of the outdoor industry, the quality of life of all other users of LCC, and not only does nothing to improve the transportation issue for all other canyon visitors, but exacerbates them, is no solution at all. We support Salt Lake County Mayor Jenny Wilson and Councilman Jim Bradley in exploring other "common sense solutions first."

The outdoor industry and lifestyle are about more than just skiing. The Front strongly urges the UDOT to reevaluate its two preferred transportation plans and consider alternatives that would support all user groups of the canyon and value climbing, biking and hiking and their contributions in attracting and keeping talent.

COMMENT #: 12054
DATE: 9/2/21 8:42 PM
SOURCE: Website
NAME: Tucker Hoffman

COMMENT:

With the crowding being just as big as traffic, I would like to see avalanche tunnels and toll to be the solution. The tram and railcar are not helping the ski experience and are very expensive to just make the congestion worse. I would like to see dedicated bus routes from certain parts of the city that are direct to resort with no stops at the mouths of the canyons to encourage local use of our bus infrastructure without having to take 2-3 busses to reach the canyons or drive to the mouth.

COMMENT #: 12055
DATE: 9/2/21 8:43 PM
SOURCE: Website
NAME: Ari Mason

COMMENT:

I moved to Salt Lake City for the climbing and incredible access to the outdoors. I was visiting for a job interview and fell in love with the canyons the first time I drove out. I knew this had to be my home. I took the job.

Since I moved, I've experienced one personal tragedy after the next. It's been very challenging, and I don't exaggerate when I say LCC has saved me. I spend my weekends in the canyon, climbing and hiking, and head up after work every chance I get. It's my sanctuary, and far from mine alone. LCC is an immensely special place and it must be protected.

The UDOT's alternative transportation plans for LCC are appalling. Both would cause significant and irreversible damage to the canyon, destroying climbing areas and creating access issues for people like me who climb and hike and otherwise seek solace in the canyon.

It seems that both solutions are intended to directly benefit ski resorts at the expense of pretty much everyone else. The fact that neither the gondola nor the buses would even stop at other trailheads to support hikers, climbers, bikers, etc. is insulting. How can this be right?

I understand that traffic in the winter is horrendous and that something needs to be done. However, a solution that would only benefit the ski resorts, directly harm the environment, and be detrimental to other outdoor enthusiasts (while costing taxpayers a whopping half a billion dollars) is simply not the way.

I stand with my community and SLC County leadership in condemning both the gondola and expanded roadway. You should be ashamed for putting forth two proposals that would cause such direct harm to the canyon and so many of us who enjoy it.

I strongly encourage you to seek alternatives that will both protect the environment and preserve access for all those who enjoy the outdoors.

COMMENT #: 12056
DATE: 9/2/21 8:44 PM
SOURCE: Website
NAME: Megan Sieverts

COMMENT:

Little Cottonwood Canyon

We would love to see preservation valued over exploitation of this beautiful canyon. We would love to see a planning committee focus more heavily on how to keep Little Cottonwood beautiful, rather than see how quickly many more people can be crammed in it during the ski season. We want to preserve our limited natural beauty for the future.

A four lane highway is completely unacceptable and wrong to consider. It would blast away miles of natural land that we can never recover. Little Cottonwood Canyon goes into Wasatch National Forest. It is appalling that this is an option that is being considered. Yes, it's the fastest way to get more people to Alta and Snowbird. It comes at a huge cost. It comes at a literal half a million dollar cost for residents, not to mention it could compromise drinking water for thousands of Utahns. It comes at an enormous cost for rock climbers. It comes at huge cost for wildlife. This option does not value preservation of Little Cottonwood Canyon whatsoever.

The gondola is equally absurd. This carries the same issues as the four lane highway, and more. Every time our representatives asked about emergency egress we were met with the fact that UDOT is not to that phase of their planning. How can UDOT plan to spend over a half a million dollars on public transportation without considering the safety of the public? Whose interest is first priority? It is not the residents of Utah, especially since this only services the ski resorts.

There were many people in your meetings saying it's time for Utah to build their Golden Gate Bridge, and leave a legacy. We know most of them stand to gain financially from some invasive action. How much more powerful would it be to leave a legacy of preservation? How much better would it be to say there was an option to exploit the canyon for greed, but instead we decided to preserve it? We could have made a lot of money for ski resorts, but instead we considered other recreation and realized what we were doing negatively impacted everyone else. How many monuments of stupidity are there in the world? How many things were built that should not have been? We do not need to add to that.

The most acceptable option is increased busing with no additional lane capacity. A better option would be mobility hubs that run straight to the resorts from different points like the airport, Holiday, Cottonwood Heights, Murray, Draper, etc. Putting tons of parking at the base of Big Cottonwood will hurt the residents near there. Adding almost 2,000 parking stalls to the La Caille Gondola Station will hurt residents there. Adding additional lanes on Wasatch makes it more dangerous and less of a residential area where people can run and ride bikes safely. Consider the residents. Consider those who do anything beside ski in the canyon. Consider preservation. The goal should be how to keep the canyon beautiful, not how to cram as many people as possible into the ski resorts.

Megan Sieverts
JR Anderson
Sarah Schmidt
Kenzie Foulger
Wyatt Foulger
Kelli Anderson
McCall Peterson
Matt Sieverts

Kim Sieverts
Kate Mendel
Jill Gorringer
Jessica Smith
AJ Anderson

COMMENT #: 12057
DATE: 9/2/21 8:44 PM
SOURCE: Website
NAME: Miguel Diaz

COMMENT:

I am opposed to the gondola particularly, but the road widening isn't really a great option either. I have read the studies and can understand why the proposed options are put forward, but these options serve only a small portion of the canyon users and yet it affects everyone. The visual impact is obviously irreversible, and the traffic is really only at a point to warrant these measures during powder days in the winter. Backcountry users and all other recreation seekers will be affected by this but will not really gain much from these options. I think altering LCC further shouldn't happen with either of these two options

COMMENT #: 12058
DATE: 9/2/21 8:45 PM
SOURCE: Website
NAME: Scott Brown

COMMENT:

I strongly support the gondola option. It is better for everyone.

COMMENT #: 12059
DATE: 9/2/21 8:46 PM
SOURCE: Website
NAME: Chris Dove

COMMENT:

I have concerns about EIS alternatives described that involve adding gondola infrastructure and/or widening the road.

LCC Carrying Capacity

There is an implied goal behind these alternatives to increase the concurrent number of users in LCC during peak usage times, which is an obvious consequence of reducing travel times and adding transport capacity. Yet nowhere in the provided fact sheets is there reference to what the carrying capacity for LCC actually is and whether increasing it is a desirable outcome for end users (aside from private business interests) or the wildlife calling LCC home. While long traffic backups are an unpleasant, dirty and sometimes dangerous means of capping usage, they do enforce a sort of practical limit. Gondolas and buses will not magically reduce travel times while preserving wild spaces and reducing human impact. Induced demand will ensure that the canyon road will experience heavy traffic regardless of the presence of gondolas, cog rail, or additional lanes.

Benefitting all users

The preferred alternatives seem to primarily benefit private industry at great cost to taxpayers. Why are costly systems that permanently alter the landscape and destroy treasured climbing areas being preferred over less costly and less permanent options such as enhanced bus service and tolling/regulating personal vehicle traffic in the canyon? Buses are a far more fungible asset than a gondola; if tolling and increased bus service don't turn out to serve our needs, buses can be used elsewhere in the UTA system which will obviously need to continue to grow to serve a rapidly growing metro area. Buses can also be sold. Gondola and road widening are irreversible.

Avalanche control

The EIS fact sheets gloss over the reality that avalanche control in LCC will interrupt gondola service. The peak times when demand will be highest for the gondola will be during storms when avalanche control will also be happening. "Average" travel times are not what concern end users; travel times during peak and off-peak hours, and especially during avalanche control would be more informative and set more realistic expectations.

Optimistic per person travel time estimates

While increasing throughput of users in the canyon will increase the transit time _in the canyon_, this is an irrelevant figure for anyone who doesn't happen to live right at the canyon mouth. They will need to get themselves to a mobility hub and then on to a gondola car. On a busy day, this will mean the bottleneck of traffic now moves from the canyon mouth to the mobility hub where people will wait to first park, then queue to board a gondola. While the ski resorts will surely be able to serve more users per hour and thus add more revenue, end-to-end travel time improvements seem to be marginal at best for end users.

Reducing canyon traffic

Zion NP offers an effective blueprint for avoiding the tragedy of the commons; they simply cap the number of people (and vehicles) in the canyon by providing shuttle buses and banning non-authorized personal vehicle use during peak usage times. There seems to be an assumption that everyone should be able to visit LCC whenever they want to at maximum convenience, but just as with any shared, finite resource, as demand increases, we will collectively need to accept that the shared resource either gets permanently altered/spoiled by the ever-increasing user load, or we sacrifice some convenience in

accessing it to preserve it for future generations. Any adoption of permanent infrastructure to increase user load is implicitly opting for the Tragedy of the Commons, and I would like to see this tradeoff addressed more directly in the EIS. This should include a realistic envisioning of increased canyon use over time and the impact of not only different transport modes on the environment, but also greater numbers of humans brought into the environment by those modes of transport. The only obvious, upfront net benefit seems to be to the private interests profiting from more users accessing ski areas during the winter. For everyone else, including the vast majority of taxpayers who will be funding this, it seems like a costly and irreversible compromise.

COMMENT #: 12060
DATE: 9/2/21 8:47 PM
SOURCE: Website
NAME: Lucas LePrey

COMMENT:

As a local and frequent user of LCC, I would like to strongly encourage the Enhanced Bus Service option. The gondola does far too little to achieve any of problems the canyon currently has as far as transportation. We have a much better shot doubling down on busses and saving the environment of the canyon.

COMMENT #: 12061
DATE: 9/2/21 8:47 PM
SOURCE: Website
NAME: David Kelly

COMMENT:

I do not support the gondola in either Alternative A or B. As a resident, employee, and backcountry user of Little Cottonwood Canyon I have concerns that the Gondola is a marketing gimmick that will not meet the transportation needs of local resort skiers, residents, or backcountry skiers.

I do support a series of major mobility hubs (purchase Granite Construction CO Quarry north of the mouth of BCC; Vacant ShopKo parking lot on 9400 South and Highland; LaCaille facility; purchase Jim Williams Property west of Wasatch BLVD; and purchase property south of 8 Settlers off of Brighton Point Drive). The mobility hubs should start with enhanced bus service and over time Little Cottonwood Canyon Road should be widened to the width of three lanes

(or equivalent). These lanes should consist of 2 lanes (uphill, downhill) for designated 2 track railway, with a 3rd lane to be used for emergencies and residents. This can be a railway or a cogway but should be a useable transportation solution and not a sight-seeing marketing piece. The railway will have to have enough space to switch tracks and parking in upper LCC (Albion Parking Lot) should be used as a relatively safe place to switch tracks to send trains back down canyon. This service needs to be run at least every 15 minutes with direct service to the resorts during peak times and stops at all the alternative parking Trailheads in the summer and at Bridge trailhead, and White Pine in the winter.

Things I support:

1. Mobility Hubs with Enhanced bus to start
2. Mobility Hubs with trains as a long term solution. These trains should tie into current train in SLC and a visitor would ideally be able to land at SLC International Airport and complete their entire trip using train systems. This would help with lessening air pollution as well as encouraging visiting skiers or summer visitors to use public transportation and not try to rent a car and drive in the canyons.

Other concerns for the Gondola Alternatives:

1. It would be a huge eyesore abutting or going over wilderness areas.
2. Who would be responsible for lift evacuation and what would you do with a full load of passengers that had to be evacuated in the middle of the canyon during an avalanche/storm cycle? During those period of intense snowfall when the canyon is typically closed are the times when the gondola is most likely to have problems and need to be evacuated. At that point what alternatives would be available to get rescuers to a stuck gondola and passengers out of the middle of the canyon?
3. Is the Gondola rated for winds. Snowbird's tram is much more impacted by high winds than Alta's lifts. On a windy day would the Gondola be out of service and has this been factored into planning?

Thank you for listening to my concerns,
Dave Kelly

COMMENT #: 12062
DATE: 9/2/21 8:47 PM
SOURCE: Website
NAME: Elle Neville

COMMENT:

Strongly disagree with this whole plan.

COMMENT #: 12063
DATE: 9/2/21 8:47 PM
SOURCE: Website
NAME: Edie Pike

COMMENT:

I am totally in favor of the gondola project. It will be a fantastic way to bring people up the mountain to ski. Switzerland uses various gondolas vernaculars to bring people to the mountains. It is good for the environment and beautiful way to enjoy the ride up. There are many of use that are for this. Keep fighting for it.

COMMENT #: 12064
DATE: 9/2/21 8:50 PM
SOURCE: Website
NAME: Andrew Pollard

COMMENT:

My name is Andrew Pollard, I am 27 years old and have gotten the privilege to grow up in Little Cottonwood Canyon. It is a place I have recreated, gone to school, held my first job, and now a place I represent on the world stage on the Freeride World Tour. Being outside in this canyon has taught me many things, from learning bouldering with my teenage friends, and now, learning to ski coach the next generation. It is a place I hold near to my heart, and a place I am not leaving anytime soon.

As I have watched this place grow, it is embarrassing the amount of time we all spend in our cars, soaking the canyon in brake fumes and the glow of red lights. We are supposed to be skiers. We are supposed to be environmentalists. I want this canyon to not be filled with cars everyday of the winter, not to mention Oktoberfest. Therefore, I am in support of anything that helps people get up the canyon without their cars.

After reading the environmental survey, there were things in the plan that I liked and things that I did not. Here are my key points that I feel are important to be recognized if we want to help this canyon as we move forward in the process.

Transport hubs near the mouth: This needs to happen first, before anything else gets developed. I believe a central parking location at the mouth of (Big and Little) and carpooling incentives from resorts is the only real way to incentivize bus riding. (A REAL SOLUTION) I stopped riding the UTA bus the day it discontinued stopping at the mouth P&R. Secondly, this needs to happen soon. I live near the mouth and realize that if we don't make transport hubs and parking lots it will become developed privately in the next five years. These transport hubs cannot be owned by Alta or Snowbird and should have ample space for lockers and a few local small businesses.

Widening the road/Train: Adding lanes to the road, adding a bus lane, or adding light rail on the road is not an option. Adding lanes will not help traffic only make it, more lanes creates a choke and more potential for accidents. Please don't alter the canyon road anymore. while extremely altering the wildlife corridor in the canyon. As far as adding a Train/light rail that is also a shame, as it only widens the scar that is the road.

Gondola: I think it is the best option. It is the least impact vs. train or widening the road more. I think is a great idea as it will make the middle of the canyon more wild as most users of Alta/Snowbird will never touch the ground.

There are a few certain things not in the EIS that are my concerns with it:

- Tower placement needs to consider minimal impact to boulder and climbing areas
- More summertime use potential (Oktoberfest)
- Needs to be the cheapest option to get up canyon.
- Can cars come off in the summer when not in use?
- Can we use it to bike in the summer? Down hill trail network?

Conclusion:

DO:

Transport Hubs SOON!

Gondola-if the hubs don't help

DONT:

Add anymore lanes to the road.

Thank you for letting me be apart of the process.

COMMENT #: 12065
DATE: 9/2/21 8:51 PM
SOURCE: Website
NAME: Steven Strong

COMMENT:

I strongly oppose the gondola option. It would cost way too much and be a huge burden on taxpayers, and is entirely unnecessary. It would ruin the natural beauty of Little Cottonwood canyon. It seems that this option is being pushed hard by the resorts and certain developers and investors who stand to make a boatload of money paid for by us taxpayers. Ugh. Seems like this would be a serious breach of the duty public officials (especially UDOT) owe to the citizens to protect public funds and not waste them on projects like this. So many other good and less costly options for improving the traffic issues in the canyon. Finally, have you ever been in the Snowbird Tram with a bunch of rowdy drunks? We'll, I was up there last week to enjoy a summer afternoon in the mountains and the tram ride down the mountain was unbearable. Can you imagine a ride that's 5 or 10 times longer than that with a bunch of insufferable drunks and no way to escape?

COMMENT #: 12066
DATE: 9/2/21 8:53 PM
SOURCE: Website
NAME: Keegan Whitelaw

COMMENT:

I am in favor of the bus alternative if one had to be decided, but ultimately I believe this alternative needs to be revised. Widening the lanes causes permanent environmental destruction, such as lower watershed quality and riparian destruction. Other bus-friendly options should be heavily considered before widening the lanes (i.e. expanded bus services, tolling). A vigorous tolling system / car enforcement, as well as carpooling incentives, need to be considered and researched!!! Often times there are ill-equipped vehicles entering the canyon that should not be. Having a strict enforcement of this would eliminate some slide offs in the canyon, reducing traffic. Expanding bus services (more frequent busses) paired with tolls could decrease the amount of vehicles entering the canyon. Starting construction of these projects will scar the land and alter this beautiful canyon forever. The infrastructure of the road already exists, so expanding the bus fleet and making it comfortable for those riders should be a priority. These actions will also fulfill and meet the purpose and need of the EIS process. The bus alternative should be reconsidered and tweaked before the final EIS decision, but having an effective bus service that people want to ride will decrease the amount of cars in the canyon, which reduces pollutants and other traffic.

COMMENT #: 12067
DATE: 9/2/21 8:53 PM
SOURCE: Website
NAME: Kristy McClellan

COMMENT:

Please do not change little cottonwood. It is a beautiful refuge away from the city and the arid lands. It is a special place that should be left as is

COMMENT #: 12068
DATE: 9/2/21 8:53 PM
SOURCE: Website
NAME: Malinda Reese

COMMENT:

No gondola, in support of adding the extra roads and the tunnels

COMMENT #: 12069
DATE: 9/2/21 8:54 PM
SOURCE: Website
NAME: Joy Strong

COMMENT:

I feel a gondola system would ruin the natural beauty of the canyon. It would be an expensive endeavor. Those funds could easily be used for other more important areas.

COMMENT #: 12070
DATE: 9/2/21 8:55 PM
SOURCE: Website
NAME: Robert Linda Grow

COMMENT:

COMMENT FOUR (4) OF ROBERT AND LINDA GROW IN OPPOSITION TO THE PROPOSED GONDOLA

Before radically altering and forever marring the appearance and viewsheds of Little Cottonwood Canyon for the entire ten (10) miles from mouth to peak, the Little Cottonwood Canyon Resorts (Alta and Snowbird) should be directly connected by gondola the much shorter distance to the Big Cottonwood Canyon Resorts (Brighton and Solitude). This much less expensive and less aggressive project would completely solve the "reliability" issue for both canyons. If one canyon road is closed for any reason, skiers and employees would just take the gondola to the other canyon. In addition, this would greatly enhance the skier experience in Utah by dramatically increasing the area that could be skied in one day and/or without driving down one canyon and up the other. For what appears to be political reasons and/or because the resorts "canted get along," this issue possible solution has been essentially ignored by UDOT. If UDOT is serious about gondolas, they need to go back and analyze the alternative locations: (1) connecting the resorts in the two Wasatch Front canyons; and (2) connecting the Wasatch back resorts to the Wasatch Front resorts.

COMMENT #: 12071
DATE: 9/2/21 8:55 PM
SOURCE: Website
NAME: Lisa Thompson

COMMENT:

Dear UDOT-

Neither of the alternatives proposed is the right fit for Little Cottonwood Canyon. The gondola have significant ecological impacts, is outrageously expensive, would transform the character of the canyon forever, would largely benefit the ski resorts, developers, and people who can afford expensive gondola tickets, and would not address summertime use of the canyon. The addition of bus lanes would also have serious ecological impacts in the canyon. Any solution implemented should prioritize the preservation of Little Cottonwood Canyon's ecology, hydrology, and wildlife habitat. This process, however, could probably not result in a such an outcome because it has "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 needs of the canyon are not part of the process, only the needs of people (and in the case of the gondola, people with a lot of money.) I hope a process that centers preserving Little Cottonwood Canyon's ecological value for future generations is possible.

Sincerely,

Lisa Thompson

COMMENT #: 12072
DATE: 9/2/21 8:56 PM
SOURCE: Website
NAME: Jacob Cooper

COMMENT:

Please don't ruin this amazing place with a dumb gondala

COMMENT #: 12073
DATE: 9/2/21 8:56 PM
SOURCE: Website
NAME: Hank Roberts

COMMENT:

If the gondola or the road widening doesn't fix the traffic, you will have to toll the road, enforce the traction law, and otherwise incentivize and increase bus service. Why would you not try these things prior to spending large lumpsums of money and permanently altering the canyon? I prefer that you used a phased approach and do not spend my tax payer money on this project. Thank you

COMMENT #: 12074
DATE: 9/2/21 8:57 PM
SOURCE: Website
NAME: Ryan Nielsen

COMMENT:

Neither option as currently outlined is acceptable. To add the eye sore of a gondola that will sit largely idle and unused 8 to 9 months of the year is stupid and will only benefit the ski resorts. Widening the road and destroying many of the classic and historical boulders that have brought thousands of climbers to Utah over the years is also immoral and unacceptable. Neither option is environmentally friendly and before we permanently destroy one of Salt Lake local treasures we owe it to the future to at least try the least impactful option. IE toll booths, avalanche sheds and improved bus services with more parking areas than just the base of the canyon. I don't know if legal action is possible, but I will happily contribute to any action necessary to gum up this project in the courts and hopefully prevent it from every happening should that be necessary.

COMMENT #: 12075
DATE: 9/2/21 8:57 PM
SOURCE: Website
NAME: Jeffrey Woolery

COMMENT:

The idea of a gondola is a lot more logical if you're trying to keep Little Cottonwood Canyon in a natural looking environment because expanding the roadway in adding loud noisy buses is the pathway of moronic nurse and an all tense and purposes is only going to add cost when dealing with snow were as a gondola can go over Snow and around avalanches. Basically in short if you use the bus idea you should just fire people.

COMMENT #: 12076
DATE: 9/2/21 8:58 PM
SOURCE: Website
NAME: Alex Anderson

COMMENT:

I am against both preferred alternatives. Little Cottonwood Canyon should not be on the chopping block for selfish purposes. It should be preserved, not exploited. A four lane highway, a gondola, and a train (should that come back) do not preserve the canyon. Utahns should not pay half a million dollars to benefit Snowbird and Alta. This study did not consider diversified recreation whatsoever. This violated NEPA regulations by not offering an option of how UDOT would maintain the road with no action. The best option is enhanced bussing with no additional lane capacity. Micro hubs are a good idea as well. Please focus on preservation and be fiscally responsible. You can start by scrapping the two preferred alternatives.

COMMENT #: 12077
DATE: 9/2/21 8:58 PM
SOURCE: Website
NAME: Erik Exeter

COMMENT:

The path forward has always been clear to the locals of little cottonwood canyon. We need increased buses and proper parking at the base of the canyon. We say no to the greed based gondola! And please do not add more concrete to the canyon roads. If there is overwhelming crowds at these resorts. We need to look to their own greed. The joining of these massive conglomerate passed such as icon etc. have bloated the resort's beyond their capacity. We wish to preserve the canyon, it's back country access and the natural beauty there in. Please don't waste tax payer dollars on this horrible gondola/ tram idea.

Thank you,
Erik Exeter

COMMENT #: 12078
DATE: 9/2/21 8:58 PM
SOURCE: Website
NAME: Allison Holmberg

COMMENT:

I 16 and part of the next generation of climbers is would be tragic to loose the world class climbing have I have grown up so close to. Al gondola or widen roads doesn't fix all the issues

COMMENT #: 12079
DATE: 9/2/21 9:01 PM
SOURCE: Website
NAME: Brooke Campbell

COMMENT:

I would prefer not to spend billions of dollars on a gondola. Starting with the toll booth seems like a much better option.

COMMENT #: 12080
DATE: 9/2/21 9:02 PM
SOURCE: Website
NAME: Shannon Martin

COMMENT:

It seems a bit crazy to jump to a billion dollar, land destroying option, before trying out a toll booth or a shuttle system during peak hours first. Let's try to preserve the beauty of our mountains and be good stewards of the beauty we have been given!

COMMENT #: 12081
DATE: 9/2/21 9:02 PM
SOURCE: Website
NAME: Chris Healy

COMMENT:

I am one of the many who has enjoyed the bouldering in little cottonwood canyon. I would be deeply saddened by the destruction/removal of various boulders from the canyon that I have have such fond memories of climbing in years past. Please keep the boulders in tact. Please realize how big this user group is. I know I am not alone here. Please keep the boulders in the canyon unscathed! Thanks.

COMMENT #: 12082
DATE: 9/2/21 9:04 PM
SOURCE: Website
NAME: Eon Jarvis

COMMENT:

Improving bus use makes the most logical sense. BUT, not stopping at trail heads (not all would have to stop) is a mistake. AND, not improving summer transit options (obviously would not have to be to the same degree as winter) is a mistake.

With either solution, it does not appear traffic to the transport option and parking has been fully addressed, especially for the bus option. 1800 parking spaces for the gondola sounds small - that would only take care of about 2/3 of snowbird spots alone. And it sounds like it could be a nightmare trying to getting 1800 cars into one parking location (which likely would not be enough on busy days). Improved parking options at multiple bus PnR's seems reasonable but the plans for this is unclear. Also, if the bus system works well it could easily be implemented in BCC, which is also becoming VERY busy. These plans should include BCC with both winter AND summer solutions. If you actually think about two road ways that need the help, bus makes much more financial sense. Would you build a second gondola? I imagine it would be more expensive in BCC to build a gondola than in LCC (and maybe more for buses but not sure), but at the same cost you would spend 160 million less for the bus option.

Thanks for allowing input,
Eon

COMMENT #: 12083
DATE: 9/2/21 9:04 PM
SOURCE: Website
NAME: Foster Collins

COMMENT:

Thanks for providing the opportunity to comment. With any of the proposals, the only way you are going to get people to use them is if they are faster, cheaper, and better.

For me the toll at the upper part of the canyon for lower occupancy vehicles (<3) would be a significant incentive, to make a transit option cheaper, I think this is a great idea. I think either of the preferred alternatives will provide faster service on a busy day, but you also have to consider on the non-peak days. Would you ride a gondola on a December weekend if it was almost 20 minutes slower?? No you would get it your Tacoma and redline your way up the canyon... for this reason I think the bus service options are preferable. and First off, travel time will scale with the traffic of the day. Buses can be modulated to handle peak weekends and holidays. I can't imagine it is very power efficient to keep the gondola spinning for a couple hundred people on a Tuesday. Even if addition lanes are only added on Wasatch boulevard, you could have a dedicated bus lane which would make it MUCH faster on the bus as traffic usually moves fairly quick once you are in the canyon.

Some of the arguments about which alternative is best are a little silly. I think the question will be how do you get people to ride what you build, not what specifically to build.

Smartly scaling the bus alternative and growing ridership among winter sports users with fast and efficient service seems like a decent way to do it.) How silly would the gondola look in 10 years if there are only a couple 1000 people that ride that a year like the buses are today? With the busses you would only buy more and widen roads as you can prove that the program is effective. I would love to see the enhanced bus service with better incentives working effectively before embarking on major irreversible construction projects in the canyon.

I recognize that there would be a few days a year (<10), where the gondola would provide significant advantage over the road. However as a frequent user of little cottonwood 1-2 times a week year round, I don't think that the impact would be worth this small gain.

One more comment about the bus. It would be great if there were overhead racks/cubbies for gear especially as the busses are sitting in traffic. It is very unpleasant to sit/stand with all your gear and your neighbors stinky/wet gear in your face.

Thanks! Foster

COMMENT #: 12084
DATE: 9/2/21 9:05 PM
SOURCE: Website
NAME: Cameron Diehl

COMMENT:

I strongly oppose a gondola up Little Cottonwood Canyon. If the goal is to reduce single-occupancy cars, then let's use interventions to change behavior. For example, ski resorts should charge for parking and we should expand bus and shuttle service with enhanced park and ride services in the valley. Shuttle service during the peak season in Zion Canyon has worked well. While avalanches are always a concern, gondolas only serve ski resorts and the wealthy. What about hikers at White Pine canyon who would still need to drive to the trailhead and would forever walk under a gondola? What about the eternal impact on the watershed and viewshed? Gondolas will also increase the pressure to have more development around the stations. Before we make that commitment, let's invest in bus/shuttle service, tolling, and less intrusive and less expensive strategies. We are admittedly loving the canyon to death, but let's focus our interventions to serve all canyon users and get the outcome of reduced car traffic and environmental sustainability.

COMMENT #: 12085
DATE: 9/2/21 9:05 PM
SOURCE: Website
NAME: Rosie Boren

COMMENT:

Please do not ruin little cottonwood. It is not worth what we will lose. We can try other options before we jump and spend billions and hurt the canyon! Toll both and buses first! Please please please.

COMMENT #: 12086
DATE: 9/2/21 9:06 PM
SOURCE: Website
NAME: Lawrence Scott

COMMENT:

I am in full support of the gondola option. It's novel, the visitors will love it. Can you imagine high profile visitors wanting to take a UTA Bus to the resorts. They won't be able to go when the weather is bad and the gondola will be able to get the skiers to the powder.

COMMENT #: 12087
DATE: 9/2/21 9:07 PM
SOURCE: Website
NAME: Davis Tyler

COMMENT:

The Gondola would be detrimental to the canyon and taxpayers. government money used exclusively to benefit corporations that offer little in the way of community support it would further a dangerous precedent of monetizing our pulic lands, and ability to experience them.

COMMENT #: 12088
DATE: 9/2/21 9:07 PM
SOURCE: Website
NAME: Luke O'Connor

COMMENT:

This comment overrides any previous comment I may have posted.

I believe there should be no changes to Little Cottonwood Canyon at this time. Less destructive options exist. Implement tolling, and increase bus traffic/incentive. Offer a free food item for taking the bus or a voucher with a certain amount of rides earns something. Forever changing the canyon is not the way. The canyon could likely not support shutting thousands of people per hour into the forest. Congestion will only increase while construction occurs, and with a 30 year timeframe, traffic is not fixed...

COMMENT #: 12089
DATE: 9/2/21 9:07 PM
SOURCE: Website
NAME: Synneva Hagen-Lillevik

COMMENT:

If I have to choose between the two, I support the enhanced bus alternative. Ideally it would be all bus allowed only, like Zion canyon for example.

COMMENT #: 12090
DATE: 9/2/21 9:07 PM
SOURCE: Website
NAME: Cindy Domm

COMMENT:

Instead of putting a gondola in or widening the road, a toll booth or mandating bus usage during peak hours makes more sense. This way would help preserve the beautiful canyons we have been blessed with. The goal should not be to see how many people can be packed in, instead how can we preserve and protect.

COMMENT #: 12091
DATE: 9/2/21 9:08 PM
SOURCE: Website
NAME: Robert Linda Grow

COMMENT:

COMMENT FIVE (5) OF ROBERT AND LINDA GROW IN OPPOSITION TO THE PROPOSED GONDOLA

The gondola alternative will cost well over half a billion dollars in construction, maintenance, and operation. Spending these precious resources on the luxury of skiing for well-to-do Utahns and tourists must be balanced against using this money to more equitably expand and upgrade UTA's current transit system. Improving the current system would benefit the two million Wasatch Front residents who live in the valleys and not primarily the ski resorts and their customers. (If UDOT wants to benefit high-tech industries and employees for economic development reasons, this money would be better spent on a light rail option to serve the Point Development at the old prison site, rather than serving that site with a "poor-boy" fancy bus system that requires changes of transit mode for access to the Point.)

COMMENT #: 12092
DATE: 9/2/21 9:08 PM
SOURCE: Website
NAME: Lisa Hicks

COMMENT:

The gondola is the option I am rooting for. It will have less impact on beautiful Little Cottonwood Canyon.

COMMENT #: 12093
DATE: 9/2/21 9:10 PM
SOURCE: Website
NAME: Gabrielle Nacey

COMMENT:

the road that we have now is perfectly adequate. the solution is absolutely not to add a gondola system, which will displace more natural wildlife than the resorts already do. we need to have more public transportation options.

COMMENT #: 12094
DATE: 9/2/21 9:10 PM
SOURCE: Website
NAME: Greg Domm

COMMENT:

Both options are horrible. The gondola would kill the canyon.

COMMENT #: 12095
DATE: 9/2/21 9:11 PM
SOURCE: Website
NAME: Reagan Rick

COMMENT:

I oppose the gondola as I think it will destroy the natural views in the canyon. It is not needed. I drive up and down the canyon over 60 times a year. I do not go on weekends or holidays. This is a huge intrusion on nature just the alleviate traffic in the mornings and evenings on so few days.

COMMENT #: 12096
DATE: 9/2/21 9:14 PM
SOURCE: Website
NAME: Melissa Lipani

COMMENT:

I am against the gondola. The impact on the canyon is far too great (loss of habitat, ecology, trees, water, and access to other recreational users).

I support further exploration of bussing and other options.

NO on the gondola!

COMMENT #: 12097
DATE: 9/2/21 9:14 PM
SOURCE: Website
NAME: Carli Lambson

COMMENT:

I am against the gondola and big bus lane options. Please don't destroy the bouldering in LCC. It's world famous, not just for locals. The ski resorts aren't the only important part of the canyon.

COMMENT #: 12098
DATE: 9/2/21 9:15 PM
SOURCE: Website
NAME: Robert Linda Grow

COMMENT:

COMMENT SIX (6) OF ROBERT AND LINDA GROW IN OPPOSITION TO THE PROPOSED GONDOLA

These comments are in support of the Enhanced Bus Option and in opposition to the Gondola Option, which would forever negatively change the beauty and overshadow the inspiring history of Little Cottonwood Canyon.

We have made our home in the mouth of Little Cottonwood Canyon for the past 37 years. I am currently the President Elect of the Temple Quarry Chapter of the Sons of the Utah Pioneers, although these comments are made in my personal capacity. I know these comments represent the strongly held views of a significant majority of the residents at and near the Canyon's mouth.

Little Cottonwood Canyon has the richest historical legacy of all the canyons in the Wasatch Mountain Range. At various times, Little Cottonwood 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 the 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 silver deposits for fortunes that would be made and lost; charcoal burned from its trees to fire smelters at the Canyon's mouth; and for the last three generations, the Canyon has been a safe depository--deep in its granite walls--for the world's largest collection of historical records of the human family.

Perhaps the Canyon's most enduring legacy, however, is the Temple Quarry that spanned much of the Canyons mouth and extended up the Canyon for 3 miles. At the Quarry's center was the Town of Wasatch (now, Wasatch Resort) where the quarrymen lived and the summer homes of Latter-day Saint Presidents Brigham Young, Wilford Woodruff, and George Albert Smith still stand today.

Over a 40-year period, the Quarry yielded over 90,000 individually "cut-to-order" granite blocks, some weighing as much as 8,000 pounds. (For comparison, that's two stones for each seat in the Rice-Eccles Stadium at the University of Utah.) Using only hand tools, each of these 90,000 stones was strategically harvested by quarrymen from massive granite boulders over four decades as the Quarry gradually moved three miles up the Canyon. These multi-ton stones, starting with the heaviest for the Temple's base, were moved 20 miles to Temple Square, first by specially designed ox-wagons, and then by a narrow-gauge railroad. In an effort to float the granite blocks, entrepreneurial pioneers even dug and tested a canal all the way to Sugarhouse.

Not surprisingly, many of the quarrymen's families settled in Granite and the other small towns at the Canyon's mouth, and many of their descendants are my neighbors and still live there today. This history is not just an old forgotten story of yesteryear, but the family legacy of many who still live nearby and love Little Cottonwood Canyon today.

The inspiring story of the Canyon's Granite Quarry is again being researched and retold as the Salt Lake Temple--Utah's most recognizable international symbol--is being seismically upgraded and renovated to last for centuries to come. It is an amazing story of dedication, ingenuity, and sacrifice, and historically informed Canyon users are more likely to respect and protect the Canyon for future generations.

Although its enabling statutes specifically require the Forest Service to protect, preserve, and enhance the history of the lands it holds in trust for all of us, I have found nothing in the draft EIS that addresses how the transportation options under consideration will fulfill that statutory mandate.

But at the very least, it seems obvious that widening the Canyon road will have far less impact on the significant historical elements of the Canyon than a Gondola that will radically alter the Canyon from mouth to peak and forever mar its grandeur and beauty.

COMMENT #: 12099
DATE: 9/2/21 9:16 PM
SOURCE: Website
NAME: Ethan Millard

COMMENT:

I believe the best long term solution is to add pedestrian and cycling to Wasatch and NOT more traffic lanes.

COMMENT #: 12100
DATE: 9/2/21 9:17 PM
SOURCE: Website
NAME: Marcelo Greco

COMMENT:

Although I understand the need for enhanced transportation methods because I, like many have sat in traffic for over an hour both ways I don't believe a gondola is the right choice. Building on pure, untouched natural land solely for the purpose of convenience is not the answer. Skiing is a privilege we get to enjoy and it comes with its fair share of negatives like uncomfortable boots, and traffic. The answer to the LCC traffic problem is not more ways up it is simply less people. The resorts that exploit natural resources for profit should assess how many people can comfortably ride up and park safely and calculate turn around times. A gondola will not solve traffic it will simply increase the amount of people in the Mountain rendering the Mountain even worse. (Instead of one hour up it will be 45 minutes up and 1 hour in a lift line. Although I think neither answer is ideal why haven't electric bussed been considered? Park city uses them and they greatly reduce CO2 emissions. Thank you

COMMENT #: 12101
DATE: 9/2/21 9:17 PM
SOURCE: Website
NAME: Angela McKellar

COMMENT:

No gondola. We should try more reasonable, less impactful means first.

COMMENT #: 12102
DATE: 9/2/21 9:17 PM
SOURCE: Website
NAME: Eliot Nagler

COMMENT:

It is my firm belief that any solution for the Little Cottonwood Canyon transportation must address a couple key issues:

1. Be an environmentally friendly solution that is nondestructive to the canyon
2. Allow easy and affordable access to the whole canyon for all

When it comes to the environment, consideration for emissions, air quality, water quality etc... are all of great importance and I believe a lot of thought has been put into reducing the environmental impact of travelling in the canyons and I grateful it has been put in the forefront. However; it disappoints me that consideration for destruction to the natural environment of the canyons has not been considered in the same regard. In fact, the 2 preferred options are the most destructive/damaging options to the current canyon's natural beauty. In particular it bothers me that advertisements of the gondola tout amazing views on the way up the resorts, and ignoring the ruined view for those travelling and recreating in the canyon at non-resort locations. Both preferred options (the gondola and widening the road) require large destruction of the environment for implementation of more human made "solutions". I do not support further destruction of environment unless all other options have been exhausted, which I do not believe they have been. I am also a large advocate of accessibility for all, but in multiple ways.

Accessibility means not only is the entire canyon accessible, but also that it stays accessible to anyone who want to explore the canyon, regardless of financial status or privilege. The cottonwood canyons, and the ski resorts in particular have always posed a financial barrier of entry to those who may enjoy these hobbies, and have continually made it more difficult for newcomers to enjoy. The gondola in particular exacerbates this issues even further. While I do not know what the entry fee for a gondola ride would be, I cannot imagine a situation where it is affordable on a regular basis for average people. The bus service can allow more affordable access to people as long as service is provided in many areas. On the other side of accessibility, solutions need to account for accessibility to the entire canyon. The bus service accomplished this, as long as there are stops at multiple points in the canyon for backcountry and trailhead access. The gondola on the other hand only benefits those who want to reach the resorts, and offers no benefit to people seeking other access. For me this makes the gondola an unacceptable solution. Financially speaking, if taxpayer money is going to be used for a solution, then the solution must provide access to all areas of the canyon. The gondola only serves as a source of income for the resorts. If the gondola is to be built, it should be paid for by those who will financially prosper which would be the resorts and the owners of the gondola.

Overall, I fully believe that the gondola is not a solution and do not support it (at least from a tax funded perspective). The lane widening bus service option, while better, is also flawed in many ways. I believe other options and solutions should be exhausted before widening the road is implemented, such as better enforcement of traction laws, tolling for those who are not carpooling, and enhanced bus services without road widening. I do believe that UDOT has the capability to provide a solution that is best for everyone, but I do not want to see corporate pressure and influence get in the way of making the decision that is best for the canyons and the environment as well.

Thank you for allowing this comment period and for for reading these thoughts as decisions are made.

COMMENT #: 12103
DATE: 9/2/21 9:18 PM
SOURCE: Website
NAME: Peter Floodman

COMMENT:

A Gondola will create a memorable experience for visitors to Utah from around the world. I have vivid memories of Tram and Cog Rail trips into the Swiss Alps from my visits in the 1970's. I don't recall any commute bus trips to anywhere that made, or left me with a memorable experience. I have skied the cottonwoods since 1972 and think the Gondola is the better long term solution for transportation into the canyon...short of a cog-rail train loop that would go beyond Alta into Heber, Park City, and ??

I'm sure those Cog-rail trains out of Zurich and Trams on the western slopes of the swiss Alps are still a utilized, and popular, alternative means of transportation to those popular Swiss Alp destinations to this day! Endorse the Gondola vs more Buses - It will create a World Class Destination in the Wasatch Mountains and life time memories for those visitors.

COMMENT #: 12104
DATE: 9/2/21 9:20 PM
SOURCE: Website
NAME: Kristi Kleinschmit

COMMENT:

Please do not put a gondola in this beautiful canyon! I think we should exhaust any on ground transport options before defacing the wilderness and the view. Electric buses would be the better first option. No to the gondola!!

COMMENT #: 12105
DATE: 9/2/21 9:20 PM
SOURCE: Website
NAME: Christie Konkol

COMMENT:

I personally feel that both of these options only benefit the ski resorts. I don't ski but spend a significant amount of time in the canyon in spring/summer/fall. That being said if I had to pick one, I would much prefer the enhanced bus version as in the summer months it would not really matter and have minimal impact. The gondola would only benefit the ski resorts but the buses could add stops easily for summer months if needed. Although both options takes away from climbers and hikers, the enhanced bus would benefit everyone in the canyons and is more flexible for stopping at other locations along the canyon.

COMMENT #: 12106
DATE: 9/2/21 9:20 PM
SOURCE: Website
NAME: Charles Calhoun

COMMENT:

I live in Sandy and I visit LCC at least one a week every week. A gondola is a ridiculous tax payer money grab that only benefits two ski resorts. Please do the right thing and consider less impactful measures to the canyon. They will not reduce the traffic on any average ski day and will do nothing in the summer. Don't let the flashy marketing fool you. This is wrong for Utah and LCC.

COMMENT #: 12107
DATE: 9/2/21 9:20 PM
SOURCE: Website
NAME: Lindi Hopkins

COMMENT:

Little cottonwood canyon does not need a gondola to effectively and efficiently minimize traffic to both Alta and Snowbird. In my opinion it will do the opposite, not only will those who recreate in the summer not be able to take advantage of this while paying for installation and upkeep, but those with disabilities will not be able to access this system either. As an instructor with Ogden Valley Adaptive Sports it is critical to me that those with disabilities, either physical or cognitive be able to have the same opportunities as those without. Wasatch Adaptive Sports has an extremely large presence at Snowbird and this would not help but instead hinder their business with the gondola and tolls up the canyon as many adaptive sports clients are on scholarships because of medical bills. The only solution in my mind is to implement a stronger bus system that not only gives access to the backcountry but to both resorts. Environmentally the gondola sits in a canyon with frequent high winds, large snow storms, landslides, rockslides, and flooding it makes me nervous that the gondola towers would be swept away possibly injuring passengers and destroying towers that would need to be rebuilt costing more money. I hope that another more conscious decision is made in this matter. Thank you.

COMMENT #: 12108
DATE: 9/2/21 9:21 PM
SOURCE: Website
NAME: Tom Pollard

COMMENT:

I thank you for allowing me to comment on this issue. As the former Mayor of the Town of Alta, I have been involved in this process for many years and more directly since the start of the Mountain Accord. I have lived in and traveled Little Cottonwood canyon for over 40 years. I am happy to see that we are finally at this point. The time to do something to improve the transportation situation in Little Cottonwood Canyon is long overdue. The pressure on the canyon is not going to decrease. More and more people are moving into the Salt Lake Valley. One of the attractions of our area is the easy access to outdoor recreation. The expanded population and diverse recreation opportunities make the transportation challenges in the canyon no longer just a winter issue but now a year-round problem. There are many factors that affect transportation in the canyon; weather, avalanche control, the grade of the highway and the number of people who want to access the area. I am in support of the Gondola option. I feel it is a long-term solution that addresses capacity and reliability. The bus and widening of the road alternative, is an attempt to expand a program that is currently in place and does not always function well. Many times, the trigger to the beginning of a traffic back up, starts with a bus getting stuck or going off the road. The gondola is a reliable method that can safely deliver occupants to their desired locations. One of the goals of the Mountain Accord process was to reduce the number of vehicles on the road. I believe that the gondola proposal along with providing a parking structure at the LaCaille base station will create an attractive alternative to using a personal vehicle. The reliability factor of the gondola has a clear benefit verses the expanded roadway. The roadway is susceptible to changing roadway conditions caused by weather. The gondola will operate safely in most weather conditions. One of the complaints that has been expressed is it that it will put more people into the canyon. The goal of any system is not over-crowd the canyon but to provide a safe, and reliable way for those who want to access the canyon to be able to. In addition, I am an employee who would benefit from expanded operation into evening hours as opposed to the current bus system that stops at 6pm. As we look to the future, we will need to address year-round access into the canyon. There have been statements made that the expanded bus service will not operate in the summer. The operation of the gondola could operate year-round under much the same program as the winter operation. I can't imagine anything more spectacular than a gondola ride in the summer or especially in the fall to view the changing colors.

Any major transportation improvements will not come without challenges. While the impact of the gondola will bring large towers and a cable system to the viewshed, I feel it will be less impactful than the expanding the of roadway. Change will not come without some controversy and not everyone will be satisfied. Doing nothing is not the answer.

COMMENT #: 12109
DATE: 9/2/21 9:21 PM
SOURCE: Website
NAME: Elizabeth Layne

COMMENT:

All of these options are extreme and do not take in to account all users throughout the year. Climbing in LCC, in particular bouldering, would be very negatively impacted, forever. Instead of making major permanent/irreparable changes to the canyon, smaller changes should be tried first. There is already precedent for tolls to access public lands in our area (Millcreek). If the toll was graded according to number of people in the car that would encourage carpooling. If the number of buses was increased, **THROUGHOUT THE YEAR** (why oh why don't we have a hiking bus??) with some express routes (ie one stop), and maybe busing was mandatory on certain days, surely that would decrease car traffic. And why aren't the ski areas taking more responsibility? Make parking reservations mandatory, and if you can't show a reservation you can't drive your own car up the canyon (take the bus). , It feels like there are many options that do not require billions of dollars that have not even been considered. It is well established that widening roads does **ZERO** for traffic reduction at peak times (every freeway in the world), and while the gondola and train sound cool, their construction would significantly and permanently impact the canyon negatively. Make people pay and plan ahead, make it worthwhile to carpool or take the bus and make it easier to take the bus (more buses, with better trained drivers). Please don't blow up LCC.

COMMENT #: 12110
DATE: 9/2/21 9:22 PM
SOURCE: Website
NAME: Paul Horehled

COMMENT:

I have lived in the mouth of Little Cottonwood Canyon for the last 25 years I moved to Utah to Ski once I saw it 46 yrs ago. I live in the neighborhood directly affected by a Gondola and am all for anything that can save my beloved Canyon from harm and pollution long term. Please no smelly busses I have COPD and must breath this air The Gondola sounds like the best solution to me. The mayor is wrong to compare the option is only viable if all goes right all the time. Who ever heard of such a thing happening. The Gondola will bring prestige to our ski areas among the world community that travels here to enjoy our great outdoors Snowbirds manager is accurate when he said our visitors wont be taking buses they will be renting polluting dangerous cars just as bad maybe worse because this is in a metropolitan area they will drive to see all we have to offer. My house will be directly under the Gondola and we will be the entertainment as well as the breath stopping view of our canyon if the La Caille plan is adopted. No thank you. If plan B is adopted on Land already owned by the county further into the canyon it will save the majority of property owners the distraction of cables and gondola cars over their heads.

I own 3 lots at the canyons mouth and my only residence is one of them and other two for my children I say full speed ahead with the Gondola in keeping up with our world class Ski destinations here in the canyon but put the Gondola as far into the canyon as possible to preserve the tranquil residential neighborhood as leaving it as untouched as possible while celebrating the Greatest Snow On Earth, With the talk of a 75 room hotel and new entrances into our neighborhood by the group from La Caille I am suspecting someone is going to be highly rewarded from this venture. So please let us skiers and those who choose to live this canyon life be the beneficiaries not the victims of greedy entrepreneurs. The Gondola could be a dazzling gemmed necklace to one of the most beautiful places on earth. I have given my life to Little Cottonwood ever since I moved here over 4 decades ago and feel very lucky I would hope you will listen to me Please dont wreak this canyon preserve and protect it. I think the plan B is a brilliant use of the geographical surroundings and will best serve the people of Utah.

COMMENT #: 12111
DATE: 9/2/21 9:24 PM
SOURCE: Website
NAME: William Colt

COMMENT:

For sure a gondola, but 20 people every 2 minutes is insanely bad. That's 600 people per hour. You can do better uphill capacity than that...

COMMENT #: 12112
DATE: 9/2/21 9:24 PM
SOURCE: Website
NAME: Adrian Leu

COMMENT:

I support Gondola project. I believe is the most eco friendly and safe for everybody. Thank you.

COMMENT #: 12113
DATE: 9/2/21 9:25 PM
SOURCE: Website
NAME: Susan Marker

COMMENT:

I am a resident living in the LCC "triangle". I will try to make this as short and succinct as possible, although it will be difficult because there are so many reasons to give the Gondola proposal a thumbs down. Here are a few reasons below:

- The need to preserve the current canyon experience for future generations.
- Watershed protection
- Not Equitable use of tax payer funds statewide.
- Only two private businesses will profit from this
- history and geology
- Gondola is not flexible, once it's built it stays, whereas the enhanced bus solution could be adjusted as needed (subtract, add, change & modify busses and schedules)

Here are some other concerns:

- I don't see UDOT trying to reduce private car use. It should be busses only and no private cars or charge a toll for private car use.
- I hear a lot of talk about winter traffic but summer traffic isn't a whole lot better the busses should run year round as well as tolls for private cars.
- with global warming more than likely there will be less ski days thus no need for an isore of a Gondola. Whereas with the busses, adjustments could be made as needed
- Putting a huge parking garage and gondola in a residential area will only bring more businesses and traffic and more people.

These are just a few reasons and concerns and I could go on how the Gondola is just WRONG!

COMMENT #: 12114
DATE: 9/2/21 9:26 PM
SOURCE: Website
NAME: Tyler Falk

COMMENT:

Opposed to any additional building of gondola, tram or road widening. Leave it the way it is. The problem is only a small fraction of the year. Would rather have the canyon closed those days vs anything be built.

COMMENT #: 12115
DATE: 9/2/21 9:26 PM
SOURCE: Website
NAME: Allison McMillan

COMMENT:

We live [REDACTED] in a wonderful neighborhood. And the noise Thursday through Sunday is very very loud. We have two young children and recently purchased our home for the privacy and beauty of the lot and House. The possibility of a freeway bc of population increase is nonsensical. Especially when cars are stuck in little Cottonwood canyon until 7 pm already on a busy ski day. I suggest seriously making reservations that limit visitors and take license plate numbers, registering cars to park in the canyon. There is no where for these proposed Freeway cars to go - we have already run out of room for parking lots and more cars. Please encourage the use of parking further down - such as highland and 9400 - then mass transit from there. That is my best suggestion. Thank you
For taking these comments. I very much appreciate it.
Also - Wasatch is in need of a noise ordinance.

COMMENT #: 12116
DATE: 9/2/21 9:26 PM
SOURCE: Website
NAME: Arleen Barrell

COMMENT:

I would like to see enhanced bus service with shoulder widening. No no no to gondola or cog train.

COMMENT #: 12117
DATE: 9/2/21 9:26 PM
SOURCE: Website
NAME: Jonathan Campbell

COMMENT:

I have submitted a comment already but feel that in light of a lot of the commentary saying that only Snowbird and Alta benefit from this I think the record needs to be set straight. In full transparency, my company does alot of work with both ski resorts which is what has informed my position. While the resorts look to be the primary beneficiaries of a solution, the economic impact will be seen across hundreds of salt lake and Utah businesses. Both resorts rely on hundreds of suppliers for their businesses and those all provide downstream revenue to additional companies, ultimately reinvesting it into the local economy via consumer and business spending. There is also the impact on the businesses that support the ski industry and tourism that must be accounted for. Saying that Alta and Snowbird are the only ones who benefit is an incorrect concept.

COMMENT #: 12118
DATE: 9/2/21 9:26 PM
SOURCE: Website
NAME: Amber Van Strien

COMMENT:

Please do not add a lane or a gondola. UDOT can do the right thing and show its community and the world it cares about protecting the wild, the environment and our history. be an example for others, be progressive, a force for good, and the public will celebrate you! There are other solutions that do not involve destruction.

COMMENT #: 12119
DATE: 9/2/21 9:27 PM
SOURCE: Website
NAME: Michael A

COMMENT:

I don't think we should further ruin the aesthetic beauty of h the canyon with ugly and expensive gondola pylons.

COMMENT #: 12120
DATE: 9/2/21 9:27 PM
SOURCE: Website
NAME: Chad Whittaker

COMMENT:

I do not want the gondola.

I am a citizen of Salt Lake City and I've been skiing at Alta and Snowbird my whole life.

The Gondola would only serve to obstruct views, disrupt canyon recreation outside of resorts, disrupt wildlife, and be an everlasting eyesore that Utah will regret.

The gondola would be a terrible scar in our beautiful Wasatch mountains.

The gondola would also be an inconvenient way to access the resorts. NO ONE wants to wait in more lines, pay more money, and deal with another barrier to accessing the resorts. People will use their cars anyways.

The University of Utah and other groups have been forecasting a total loss of snow below 7000' within the next 50 years. When that happens this gondola will be even more useless and stand as a rotting monument to poor policy and special interests. The gondola is a bad investment for Utah.

The gondola is bad for Utah and the Wasatch.

Thanks

Chad Whittaker

COMMENT #: 12121
DATE: 9/2/21 9:29 PM
SOURCE: Website
NAME: Katja Dove

COMMENT:

It is unclear why the "Gondola B" and the "Roadway widening + Enhances bus system" are the two preferred options. I am proposing that the "enhanced bus" option should be more highly considered based on the following arguments:

My first set of arguments is based off the LCC_DEIS_Executive_Summary_Fact_Sheet_6-25-2021

1) The enhanced bus option has a "low" impact on the visual change while the impact of roadway widening is "medium" and the Gondola B option "high". Therefore, the enhanced bus option is preferred when considering the "visual change" category.

2) The enhanced bus option has the lowest impact noise receptors compared to all other options proposed. Therefore, this option is preferred when considering the noise impact in the canyon.

3) The enhanced bus option is the much cheaper option as it would only cost \$355M compared to \$510M (roadway widening option) or \$592M (Gondola B). Therefore, the enhanced bus option is preferred when considering the financial impact (ultimately covered from our taxes)

4) Finally, the enhanced bus option decreases average personal travel times significantly from 80-85min to 46min. This is only 3min slower compared to the Gondola B option, and 6min slower compared to the roadway widening option. Given the devastating impact that the two preferred options have, a 3-6min of difference in travel time does not justify the two preferred options.

In summary, based on the LCC_DEIS_Executive_Summary_Fact_Sheet_6-25-2021 it is UNCLEAR why the enhanced bus option was NOT considered a preferred option when (in my humble opinion) it should be THE preferred option.

Please consider the following, additional arguments for using the enhanced bus option without widening the road:

5) According to the LCC_DEIS_Executive_Summary_Fact_Sheet_6-25-2021 sheet the "The purpose of the EIS is to provide an integrated transportation system that improves the reliability, mobility and safety for all users on S.R. 210 from Fort Union Boulevard through the Town of Alta". However, the two proposed alternatives are not in accordance with that statement. The road widening option will remove upwards of 29 boulders and the Gondola alternative has the potential to eliminate at least 35 boulders, primarily concentrated in the lower canyon. This is a major loss for the climbing community, as well as decades of climbing history and culture. In the most recent survey conducted by the Salt Lake Climbers Alliance (SLCA), 98% of respondents said that access to climbing was an important factor in their decision to live in Utah. Furthermore, climbing is growing sport that is gaining more national reputation especially with the recent success of the SLC local Nathaniel Coleman winning a Silver medal in climbing in the Olympic games. Reducing climbing options will only hurt us in the long run as SLC might become less desirable for climbers thereby impacting future economic successes.

Besides the loss of many boulders, climbers and other non-resort skiers would NOT benefit from the gondola. The sole purpose of the gondola seems to be to benefit the ski resorts. This is ridiculous, especially considering the following argument:

6) The climate modeling specific to Park City Mountain Resort predicts that by 2050, the ski season window will shrink, occurring for roughly twelve weeks between mid-December to late March. Even though a 2020 UDOT memo cited this research, UDOT has seemingly ignored this in considering the purpose and need. The potential impacts that climate change will have on snowfall in the Wasatch call into question the desire to address wintertime traffic in LCC. The DEIS lacks adequate analysis of climate change with regard to the 2050 planning horizon.

In summary, I would like to see the "enhanced bus" option to be considered as a solid preferred option.

COMMENT #: 12122
DATE: 9/2/21 9:29 PM
SOURCE: Website
NAME: John Bridge

COMMENT:

I am writing to oppose the gondola in LCC. As a Utah native who was born and raised here, I understand first hand the growth we have seen and how big the impact has been to the Wasatch. The gondola solution solves one problem right now, and does a poor job at addressing backcountry access, hiking and other activities in the winter. It gives only those traveling to the resorts a way to get up and down. I also feel like the eyesore is something we can do without as well as the damage done to all of the local bouldering and climbing. I don't think the skiers and resort owners should be the one to benefit from this.

My preference would be to see tolling occur during the winter months and limiting single occupant cars during peak hours. As well as expanding the bus service. I have a season pass for the last 7 years, and riding the bus is an absolute joke. There are no where near enough, why don't up the buses and allow. I do realize this does not help the high avalanche days, but honestly those days are a rare percentage and I think we can live with the few days a year that the canyon is closed.

COMMENT #: 12123
DATE: 9/2/21 9:31 PM
SOURCE: Website
NAME: Rachel W

COMMENT:

I am in support of an enhanced bus system or other alternatives that allow us to have room for trial and error rather than pouring money into an expensive and unsightly gondola. I also am concerned about tolling/carpool fees as this may limit access for poor community members. The majority of individuals I know that utilize the canyons to ski all carpool. And the individuals that do not carpool have work restrictions that permit them from doing so.

COMMENT #: 12124
DATE: 9/2/21 9:31 PM
SOURCE: Website
NAME: Peter Anthony Chiodo

COMMENT:

I am very interested in the gondola plan. For myriad reasons I find the gondola plan more viable than expanded bus service. I will NOT use busses to access ski areas... but I WILL use the gondola. My hope is that this gondola will be built in little cottonwood canyon and that one will also be built in big cottonwood canyon.

COMMENT #: 12125
DATE: 9/2/21 9:32 PM
SOURCE: Website
NAME: Belen Alvarez

COMMENT:

I don't support the Gondola project or any expanding of little cottonwood canyon.

COMMENT #: 12126
DATE: 9/2/21 9:33 PM
SOURCE: Website
NAME: Shane Davis

COMMENT:

I am a rock climber out of the state of Texas, and I travel to Utah for both business and leisure. When I travel there for leisure it is for rock climbing in the area. But if that is no longer there, I will reduce the amount of trips, travel spend, and investment in the climbing community.

COMMENT #: 12127
DATE: 9/2/21 9:33 PM
SOURCE: Website
NAME: Katy Scott

COMMENT:

I am a year round LCC recreational user and strongly oppose the proposal of adding a gondola all the way up the canyon. If changes are occurring, the additional lane for bus travel is less visual and environmental impact, but I would most strongly support adding bus routes on current road vs the plan to widen the road and further disturb the landscape and recreation space right off the road.

COMMENT #: 12128
DATE: 9/2/21 9:35 PM
SOURCE: Website
NAME: Nate Osikowicz

COMMENT:

Please help us preserve little cottonwood canyon. This place has had a formative effect on many people of our community and it should stay that way for generations to come!!!

COMMENT #: 12129
DATE: 9/2/21 9:35 PM
SOURCE: Website
NAME: Mark Schneggenburger

COMMENT:

I am not in favor of either of the UDOT Options. Gondola is WAY too expensive. Where is the money going to come from for that?

The UTA is no interested in providing a service, they're only interested in making money. Put someone else in charge besides the road builders. We need a long term solution. Not a bigger road. Let's think outside the box.

COMMENT #: 12130
DATE: 9/2/21 9:35 PM
SOURCE: Website
NAME: Janna Harrell

COMMENT:

Please reconsider the alternatives to Little Cottonwood's traffic woes. The current options are too drastic without solving the key issues. Carrying capacity has not been considered, but it must be. Additionally, both options are focused on servicing the ski resorts at the expense and destruction of other areas in the canyon. I never visit the resorts. I am in Little Cottonwood frequently year round to boulder, climb, bike, hike and back country ski. Both current options significantly negatively impact my ability to enjoy the canyon. Both options reduce parking in the areas I want to visit and even worse they destroy climbing areas. Please don't destroy the beautiful boulders in the canyon. These cannot be rebuilt or recreated. They are priceless to me and to many thousands of other people. There are less destructive and less expensive good options that should be tested before considering these draconian measures. A few suggestions that are much easier and less expensive to implement are: tolling, requiring cars to be winter ready (expand the sticker program indicating the car has good tires and 4wd or awd), close the canyon to private cars (or require cars to have 3+ people if they are not staying at the resort) on busy or storm days, develop easy parking and public transportation areas away from the entrance to the canyon. The traffic problem only exists on a few days a year and only impacts a small percentage of the population, but the proposed suggestions will drastically impact the entire Wasatch Front and forever destroy precious recreation in the canyon. The canyon is a watershed and is essential to supporting life in the valley. We must protect this resource. It is better to limit access and improve public transportation than to risk our watershed with massive development and increasing access in a canyon that cannot support it. It is crucial that carrying capacity be considered. It is also important to consider the majority of the population who do not want to visit the ski resorts. Please do not continue down this path. Please reconsider and choose a less destructive option. After simpler options have been tried this could be revisited if we find that tolling and better parking and public transportation do not solve the issue. Please reconsider! DO NOT CHOOSE EITHER OPTION!

COMMENT #: 12131
DATE: 9/2/21 9:36 PM
SOURCE: Website
NAME: Heather Willger

COMMENT:

Knowing both Snowbird Corp and Alta Corp have the goal Of maximizing skier visits each season it is easy to see the flaws in the tram. If the tram is better at moving people in inclement weather do the resorts have a plan to keep Terrain open when there is high avalanche conditions. If we are able to move more people up on hose days do they have strategies in place to fight increased pressure to open terrain? What is the benefit to creating a tram that's big benefit over expanded road is increased mobility in inclement weather when from experience the days it is hard to move traffic Up canyon big resorts have difficulty opening for skiing. The expanded Bus system andvRoad improvements can serve more than the resorts. A summer bike lane for Road bikers. Access for backcountry skiers. Summer hikers. and He expanded bus terminals can serve both big and little cottonwood. Buses systems can be expanded immediately helping alleviate some traffic sooner than the tram. The cost of the tram will further hinder low income Utahns from experiencing the mountains. Yes little cottonwood had traffic problems but moving the maximum number of people on high avalanche days only creates More questions about resort preparedness. Seems like we would only be setting ourselves up fo major avalanche related accidents at one or both resorts. They need to prove ability to open terrain safely in inclement weather before we solve it he road problem with an option that maximizes people in the canyon in those conditions.

COMMENT #: 12132
DATE: 9/2/21 9:36 PM
SOURCE: Website
NAME: Tom Cronin

COMMENT:

The best plan is one that allows for travel even if the avalanche danger is high. In this case, traffic will always be moving and will not stack up in the neighborhoods at the canyon mouth. Therefore, I propose a project in several phases. Phase 1 is tolling on a per trip basis (no monthly pass) to raise money for phase 2. Phase 2 is the construction of snow sheds. Phase 3 involves more bus use and transit hubs. In order for Phase 3 to work, the bus fare must be substantially lower than the cost to drive yourself. Also, the buses should be running every 5 minutes during peak periods so the total parking + waiting + busing time is not much longer than driving yourself.

The gondola option is ridiculous. It is more expensive with longer travel times, a dramatic change to the canyon appearance, vulnerable to avalanche and weather shutdowns, and the passengers would be standing for approximately 40 minutes to ride to Alta. I believe these same passengers would much rather sit on a bus through a snow shed than stand in ski boots in a swaying gondola for >40 minutes in white-out conditions.

In summary, it is best to phase in traffic control/mitigation options and keep costs low and spread out over many years.

Thanks for reading my comments.

COMMENT #: 12133
DATE: 9/2/21 9:37 PM
SOURCE: Website
NAME: Devin Howells

COMMENT:

A billion dollars is a lot of money for a few days of traffic. We should exhaust all other options: bussing, closing the canyon to cars. The canyon is a valuable asset and should be treated as such by preserve serving is beauty. These plans only cater to winter recreators and will affect the canyon experience for everyone if they are approved.

COMMENT #: 12135
DATE: 9/2/21 9:38 PM
SOURCE: Website
NAME: Kay Vogelsang

COMMENT:

I support the proposed gondola for little cottonwood canyon to alleviate traffic congestion

COMMENT #: 12136
DATE: 9/2/21 9:38 PM
SOURCE: Website
NAME: Andrew Jones

COMMENT:

I understand that skiing is the main financial draw to the canyons but prioritizing any activity at the loss and expense of others should only be done as a last resort. In addition, there is a huge number of people that come in from out of state that go up to ski. The climbing crowd is much more local. It is a slap in the face to put out-of-staters desires ahead of those of your own constituency. All elected officials should think carefully about this.

I imagine those reading this will dismiss it with the argument about how a healthy economy benefits everyone and that an effective tourism plan is ultimately good for the local climbing crowd. This is likely true. What you are overlooking is that the economy is much less important than you think it is and people are much more resilient than you think they are. They also need the reality and rejuvenation provided by nature more than they need something that improves the general economy of the area they live in, in a way that may or may not impact them.

At the end of the day both of the proposals are unacceptable to me. To be honest, if this is the best that leadership in Utah can come up with, they are not trying very hard, they are not very intelligent or they are in the pocket of developers (or the developers themselves). It is not the best plan to seek out new ways to increase the number of visitors to the canyons. Increased numbers means decreased quality of experience, which drives away tourism. Please reconsider. Find another way. This is not a unique problem and the solutions are out there. It is stupid how little climbing is mentioned in this conversation. Do neither of these. Make the skibuses free and charge either for entrance to the canyon or parking. And by the way, Most locals aren't going to ride the gondola, it will be too expensive.

COMMENT #: 12137
DATE: 9/2/21 9:39 PM
SOURCE: Website
NAME: Hannah Thompson

COMMENT:

I do not support the gondola or road expansion plans to increase access and alleviate traffic to Little Cottonwood Canyon. Bus and shuttle systems should absolutely be used to help mitigate traffic, but in less invasive ways than widening the roads. The gondola system would only serve the needs of the two resorts rather than people recreating in many ways, and both plans will permanently change the shape of the canyon. A more flexible and forward-thinking plan that can evolve with changing needs will be better now and for the future. Increased shuttle/bus pickup points throughout the valley with short wait times, monetary incentives to choose public transportation like discounts on lift tickets or low bus ticket prices, and informational campaigns to encourage out-of-town visitors to choose public transportation would all allow a new system to be successful.
Thank you for your time!

COMMENT #: 12138
DATE: 9/2/21 9:39 PM
SOURCE: Website
NAME: Dan Barrell

COMMENT:

I am for enhanced bus service open to shoulder. No gondola, no cog train. Long term electric bus that capture energy.

COMMENT #: 12139
DATE: 9/2/21 9:41 PM
SOURCE: Website
NAME: Richard Bushman

COMMENT:

Team gondola all the way. I've heard all the comments and did the research. I believe gondola is best course from here

COMMENT #: 12140
DATE: 9/2/21 9:42 PM
SOURCE: Website
NAME: Craig Heimark

COMMENT:

I appreciate all of the work that has been done by UDOT in preparing several different transportation alternatives for Little Cottonwood Canyon.

That said, I also feel the question UDOT is answering, namely, "What is the best way to transport huge numbers of people up Little Cottonwood Canyon?" Is the wrong question, or at the very least, is out of sequence.

As a resident in LCC, I think the more important, and first question that should be answered is: "How can we best preserve the natural beauty of LLC for future generations?", and the related question: "How many visitors can use Little Cottonwood Canyon during any season without causing significant environmental damage?" It is my understanding that no such study has been done, and in my opinion it would be irresponsible to spend hundreds of million of dollars for complex transportation projects without first understanding the Canyon carrying capacity.

As a resident, I am affected by the traffic jams on extreme weather days, but the reality is, that is very few days per year, and the traffic does serve to limit the number of visitors on any particular day. As others have commented, there are a number of virtually free actions ranging from eliminating two wheel drive vehicles without snow tires, to ending avalanche control measures earlier in the morning, that could markedly improve the traffic flow during whatever time it takes to conduct a proper study to determine recreational Canyon capacity for day visitors.

While there are only four described alternatives, my preferred option is none of the above. I think it would be far better to launch a formal recreational capacity study before making ANY permanent changes to transport in Little Cottonwood Canyon. If forced to pick between the existing four alternatives I would pick the lowest cost and least permanent modification to the Canyon of enhanced bus service.

COMMENT #: 12141
DATE: 9/2/21 9:43 PM
SOURCE: Website
NAME: Justin Neville

COMMENT:

I am concerned about the irreversible and drastic effects a gondola or widening the road would have on the canyon. A bus service would be the most reasonable short-term solution.

The gondola would only serves the ski resort and not the whole community.

Additional, I think the best long term solutions for the canyon would be a train:

- a. Less visual impact on landscape
- b. More environmentally friendly than having even more cars on the road
- c. Service can be adjusted depending on need
- d. Most cost-effective long-term solution for the area.
- e. Would ultimately connect to the TRAX systems in the valley

COMMENT #: 12142
DATE: 9/2/21 9:44 PM
SOURCE: Website
NAME: Tim Wagner

COMMENT:

The current options on the table are both horrifically bad. They destroy areas that are essential to my canyon experience. I visit the canyon to boulder, back country ski, bike, and climb. Your proposals require me to fund the destruction of the canyon while decreasing parking for areas I want to visit and completely obliterating boulders that bring me great joy. It is mind boggling that these drastic options were selected without attempting less costly and simpler options like tolling, restricting private car access on busy or storm days, moving parking away from the entrance, and improving public transportation. Please try these simpler options. Public monies should not be used to fund transportation "solutions" that only service the ski resorts. I don't want to visit the ski resorts, so how do your proposals help me? They reduce parking at the gate buttress and other key areas I want to visit. They destroy boulders and trails that are the focus of my visit. These rocks exist nowhere else and are a draw for climbers around the world. Once destroyed they are gone forever. Please protect the canyon and the watershed. Please consider less expensive and drastic options first! Please consider our watershed and the carrying capacity of the canyon!

COMMENT #: 12143
DATE: 9/2/21 9:45 PM
SOURCE: Website
NAME: Paul Horehled

COMMENT:

I am concerned that a comment I have sent had the Gondola at La Caille as A and the Gondola station further in the canyon as B I may have been mistaken and I am in full support of the station closest to the road up the canyon to protect the privacy of the residents of the neighborhood and now I cant even find that option to be shown as I run out of time to comment. I am against the station nearest to Wasatch blvd and for the north the one closest to the ski areas. I know there was property there for parking long ago that was covered up with dirt and would create a suitable location for the Gondola station what happened to that I hope it is still a consideration and if I could make any corrections to my previous comment I would like to Thank you

COMMENT #: 12144
DATE: 9/2/21 9:45 PM
SOURCE: Website
NAME: Steve Prior

COMMENT:

Gondola is not reliable enough and if you want to stay later with friends and the weather comes in. No Gondola. Better idea is pay to go up. Put avalanche roofs. (Like the smart people in Europe do) unlike [REDACTED] American thinking. 3 lanes. 2 smart lanes in the morning and then 2 smarter lanes going down. And heat the road so that when tourists come they don't have to worry about chains. Or make the rental cars all 4x4 w snow tires

COMMENT #: 12145
DATE: 9/2/21 9:46 PM
SOURCE: Website
NAME: Charles Ryon

COMMENT:

A gondola in Little Cottonwood Canyon is not the way to go. It would be expensive, obtrusive, selective in its beneficiary, limited in its flexibility, and irreversible should the project not achieve its intended outcome. And what about the traffic to get to the gondola?!

Widening the road is also not the way to go. Destroying the historic road side boulders of Little Cottonwood would simply take from one community to benefit another.

And finally, what about the capacity of Little Cottonwood Canyon? Both these proposed solutions are like building a bigger pipe for greater flow to a destination that is already overwhelmed.)

A bus priority solution using the existing State Rd 210 is still possible. For instance, the road could be dedicated to a single direction during intervals of peak traffic with the open left lane committed to bus only traffic. Once people recognize the bus as a definite advantage to travel in the canyon, traffic would be greatly mitigated as people could park anywhere along the bus routes. Creative solutions such as this would be relatively inexpensive, lower in barrier to implement, and flexible to meet unforeseen changes in future demand. These kinds of ideas should be fully exhausted before resorting to expensive large scale infrastructure.

COMMENT #: 12146
DATE: 9/2/21 9:49 PM
SOURCE: Website
NAME: Bryanna Strang

COMMENT:

The gondola, nor widening the road does not solve the problem of LCC. Transportation solutions need to be accessible and inclusive, and both of these options do not consider other activities in the canyons that people frequent during all seasons such as hiking, MTBing, and climbing.

One solution would be to actually enforce AWD and snow tires during the winter instead of just posting a highway sign. Another alternative would be more frequent buses and/or tolling the road. An additional and far less invasive option to decrease canyon traffic would be for Snowbird and Alta to offer employee shuttles to and from shifts. There is no reason that the road needs to be widened or a gondola built that would forever change the landscape and access to LCC for ~30 problematic days out of the year.

COMMENT #: 12147
DATE: 9/2/21 9:51 PM
SOURCE: Website
NAME: Drew Gomberg

COMMENT:

Please don't destroy the boulders for climbing

COMMENT #: 12148
DATE: 9/2/21 9:51 PM
SOURCE: Website
NAME: Beth Kearsley

COMMENT:

As someone who has lived near the base of Little Cottonwood canyon for their entire life, I oppose the Gondola Alternative, and would prefer the enhanced bus service - if one of these options is deemed necessary. The construction of a Gondola would disrupt and fail to preserve the natural ecosystem, beauty, and boulder/hiking recreation that has existed and been cherished by Sandy residents for years. The spectacular views Little Cottonwood offers would be gone in favor of a solution that does nothing but attract even more traffic to the area. I would be extremely saddened to see the natural landscape of my own backyard taken over by a massive man-made tourist attraction. Please consider the enhanced bus service instead, or even a seasonal shuttle service. A Gondola is a short-sighted decision which would do permanent damage to our mountains. The bus service could be stopped/started at any time to accommodate to levels of traffic. Thank you for considering the interests of those who call Little Cottonwood home.

COMMENT #: 12149
DATE: 9/2/21 9:52 PM
SOURCE: Website
NAME: Melissa Stamp

COMMENT:

Dear UDOT,

I appreciate the opportunity that the NEPA process affords to provide comments on the Little Cottonwood Canyon EIS. I have a variety of thoughts, but the primary one I want to convey is my opposition to the gondola alternative. I oppose this alternative because it is unfair, overpriced, inequitable, inflexible, and short-sighted. Neither do I support the Enhanced Bus w/widening alternative, although it seems the better of the two alternatives in the draft EIS.

The gondola proposal is unfair because the entirety of the state's taxpaying public would foot the \$600 MIL bill for the project, regardless of how or if we use Little Cottonwood Canyon. The permanent towers and cables would also impose a permanent, year-round cost on all who appreciate the spectacular views in the canyon. So the costs of the project are borne by many, while the benefits would accrue only to a few. The primary beneficiaries of the gondola will be the companies that own Alta and Snowbird ski resorts - in essence, the gondola would be a giant taxpayer subsidy to these for-profit privately owned interests. Other beneficiaries of the proposal would be the increasingly small slice of the public who can actually afford to pay to ski at these two resorts. Daily lift ticket prices at these resorts average \$152 - more than 20 times Utah's paltry minimum wage of \$7.25/hour. I am one of the fortunate, privileged few who can afford to ski at these resorts. In fact, 95% of my usage of Little Cottonwood Canyon is to ski at Alta and Snowbird, so I would be one of the few beneficiaries of the gondola. However, I do not for a second feel it is fair to ask Utah taxpayers to subsidize my powder skiing hobby. A gondola project funded by the resorts themselves, with costs passed on to resort ticket buyers, would be much more fair and equitable.

I also oppose the proposed gondola alternative because it lacks flexibility and only stops at the ski resorts. Its infrastructure cannot readily be modified to add additional stops in the future. Climate change is already affecting Utah's snowpack and all predictions indicate substantially less snow in the future. Why spend \$600 MIL to support a dying industry? The short-sighted gondola alternative does little to nothing to address crowded parking during summertime weekends. It does nothing to alleviate trailhead parking for snowshoers or back country skiers. UDOT should be choosing alternatives with our future climate in mind rather than blindly assuming snowpack conditions and associated recreation demands will be as they have been in the past.

Of the two alternatives proposed in the draft EIS, the Enhanced Bus w/widening option seems a better choice because the infrastructure would at least allow the flexibility for future adjustments. However, I would prefer that UDOT reconsider the Enhanced Bus w/no road widening alternative, or consider a variation on that alternative that would essentially eliminate private cars from the canyon on busy weekend days, year-round. Such an alternative would not have the environmental impacts of the roadway widening and would be much more fair and equitable. This option could function similarly to the Zion National Park shuttle system and would require investments in a high-quality waiting/bus boarding area at the mouth of the canyon and at the ski resorts. Numerous free lockers at the resorts would also be important to mitigate the hassles of not having access to your private car for storage, especially for families with small children. Mandatory use of the shuttle bus during high demand periods would have the added benefit of reducing private car carbon and pollution emissions. UDOT could also initially explore mandatory HOV requirements on busy days as another way to reduce traffic issues. In summary, I urge you to say no to the unfair gondola boondoggle. If it's such a great option, the resorts can foot the bill for it themselves. Please also reconsider your approach to the canyon's transportation challenges. Re-engage with user groups other than Snowbird and Alta skiers and tackle transportation and use issues more holistically. I absolutely love powder skiing at these resorts. But I place a much higher value on equitable access and the health of our environment - our water quality, our air quality, our wildlife. Don't impose tolls that burden Utahns making minimum wage. Don't give

well-off people the option to buy their way out of HOV or shuttle bus requirements. We all share this canyon and this planet and can sacrifice some convenience in order to keep the canyon a healthy and enjoyable place to recreate.

Thank you for your time and your consideration of these comments.

Sincerely,

Melissa Stamp

COMMENT #: 12150
DATE: 9/2/21 9:52 PM
SOURCE: Website
NAME: Ryan Ballard

COMMENT:

The canyon shouldn't be scared with the large poles, cables, and floating buses.
Toll fees based on car occupancy should be tried.
Traffic light like those at freeway entrances. Enforcing traction laws. Could buy a lift gate and you have to buy a pass that knows your car is fit for canyon.
Leave the canyon alone. Try other things first

COMMENT #: 12151
DATE: 9/2/21 9:54 PM
SOURCE: Website
NAME: Samuel Bloom

COMMENT:

If the gondola doesnt work to diminish traffic, you will increase bus service, enforce the traction law, and toll the canyon. Why would you not start with those changes before making permanent changes? How much will you actually use these comments to influence your decision? Can you please answerer every question I have? Have you considered how fire, rock slides, or other falling rock will affect the gondola? If it gets broken that is a huge expense. Who will pay that? What is the methodology to take the riders down the canyon if the gondola cannot due to high wind or other things? (I vote for a phased approach starting with no permanent changes to the canyon.

COMMENT #: 12152
DATE: 9/2/21 9:56 PM
SOURCE: Website
NAME: Beth Blackburn

COMMENT:

I am for enhancing the bus system... the less we impact the already threatened and vulnerable ecosystems in the wasatch, the better. A gondola would be a tragedy, not to mention, how big of a crime it is against tax payers to pay for such a thing that only really benefits the pocketbooks of conglomerate ski resort operations.

COMMENT #: 12153
DATE: 9/2/21 9:57 PM
SOURCE: Website
NAME: Diana Arensman

COMMENT:

I believe that the bus option is the safest and most user friendly option for locals as well as visitors. I am very concerned about lack of concern for canyon capacity. A combination of tolls, electric buses and capacity cap for busy days would be best for our natural resource. The gondola is not going to a good use of our public funding as it benefits only Alta and Snowbird. They can fund a themselves if it's so wonderful.

Backcountry skiers and snowboarders are left to find their own way up canyon and add to motor vehicle congestion. No gondola access for them.

I ask you to please put better bus access back to the top option.

COMMENT #: 12154
DATE: 9/2/21 9:58 PM
SOURCE: Website
NAME: Katja Dove

COMMENT:

It is unclear why the "Gondola B" and the "Roadway widening + Enhances bus system" are the two preferred options. I am proposing that the "enhanced bus" option should be more highly considered based on the following arguments:

My first set of arguments is based off the LCC_DEIS_Executive_Summary_Fact_Sheet_6-25-2021

1) The enhanced bus option has a "low" impact on the visual change while the impact of roadway widening is "medium" and the Gondola B option "high". Therefore, the enhanced bus option is preferred when considering the "visual change" category.

2) The enhanced bus option has the lowest impact noise receptors compared to all other options proposed. Therefore, this option is preferred when considering the noise impact in the canyon.

3) The enhanced bus option is the much cheaper option as it would only cost \$355M compared to \$510M (roadway widening option) or \$592M (Gondola B). Therefore, the enhanced bus option is preferred when considering the financial impact (ultimately covered from our taxes)

4) Finally, the enhanced bus option decreases average personal travel times significantly from 80-85min to 46min. This is only 3min slower compared to the Gondola B option, and 6min slower compared to the roadway widening option. Given the devastating impact that the two preferred options have, a 3-6min of difference in travel time does not justify the two preferred options.

In summary, based on the LCC_DEIS_Executive_Summary_Fact_Sheet_6-25-2021 it is UNCLEAR why the enhanced bus option was NOT considered a preferred option when (in my humble opinion) it should be THE preferred option.

Please consider the following, additional arguments for using the enhanced bus option without widening the road:

5) According to the LCC_DEIS_Executive_Summary_Fact_Sheet_6-25-2021 sheet the "The purpose of the EIS is to provide an integrated transportation system that improves the reliability, mobility and safety for all users on S.R. 210 from Fort Union Boulevard through the Town of Alta". However, the two proposed alternatives are not in accordance with that statement. The road widening option will remove upwards of 29 boulders and the Gondola alternative has the potential to eliminate at least 35 boulders, primarily concentrated in the lower canyon. This is a major loss for the climbing community, as well as decades of climbing history and culture. In the most recent survey conducted by the Salt Lake Climbers Alliance (SLCA), 98% of respondents said that access to climbing was an important factor in their decision to live in Utah. Furthermore, climbing is growing sport that is gaining more national reputation especially with the recent success of the SLC local Nathaniel Coleman winning a Silver medal in climbing in the Olympic games. Reducing climbing options will only hurt us in the long run as SLC might become less desirable for climbers thereby impacting future economic successes.

Besides the loss of many boulders, climbers and other non-resort skiers would NOT benefit from the gondola. The sole purpose of the gondola seems to be to benefit the ski resorts. This is ridiculous, especially considering the following argument:

6) The climate modeling specific to Park City Mountain Resort predicts that by 2050, the ski season window will shrink, occurring for roughly twelve weeks between mid-December to late March. Even though a 2020 UDOT memo cited this research, UDOT has seemingly ignored this in considering the purpose and need. The potential impacts that climate change will have on snowfall in the Wasatch call into question the desire to address wintertime traffic in LCC. The DEIS lacks adequate analysis of climate change with regard to the 2050 planning horizon.

In summary, I would like to see the "enhanced bus" option to be considered as a solid preferred option."

COMMENT #: 12155
DATE: 9/2/21 9:58 PM
SOURCE: Website
NAME: John Harrington

COMMENT:

I have been a season pass holder at Snowbird and Alta since 1973. The deterioration of the canyon from vehicle traffic is a disgrace.
This plan must be approved.

COMMENT #: 12156
DATE: 9/2/21 9:58 PM
SOURCE: Website
NAME: Colleen Lasko

COMMENT:

Please don't add lanes or a gondola that will take away from the beauty of our canyon and recreating areas and will benefit the few and harm the less fortunate who don't have ski passes. There are many other reason people enjoy the canyon. Please give more busses a chance first.

COMMENT #: 12157
DATE: 9/2/21 9:59 PM
SOURCE: Website
NAME: Errolyn Hatch

COMMENT:

Hello! I grew up in Utah and I love our state and our beautiful mountains! My husband and I, along with our four kids (ages 9-16) ski at Alta and already have our season passes for the 2021-22 season! Both of the current preferred options-the gondola and widening the road-would scar the canyon in my opinion and should not be considered until we have exhausted all other feasible and less expensive and invasive options.

Recently, the friends we ski with told us about an alternate plan to help with canyon congestion that doesn't involve the construction of a gondola or another lane on the canyon road. It involves increasing bus transit in the canyon as well as incentives from/at the ski resorts for skiers who ride the bus. We have taken the bus several times and my main complaints are:

1. It gets too crowded
2. Sometimes you have to wait for it
3. Too many stops
4. No where for stuff or to warm up/ have to ski w/backpack or pay for locker

If the number of buses could be increased to avoid crowding and allow more flexibility for coming and going, it would be a much more attractive option. Additionally, if there could be 'direct' routes from a park-and-ride straight to the resort, that would be amazing! Even if it only adds 10-15 minutes to stop along the way, it makes the trip feel like forever, especially when everyone is in all of their gear and the bus is at capacity. It would be so grand to just hop on the bus and the next stop is Alta.

To encourage skiers to take the bus, the canyon could be a toll road during peak times and resorts could charge for private vehicle parking (for non-season pass holders of course!) Offering the bus as part of the season pass should continue. The resorts could also offer free lockers, snacks, hot chocolate, places to warm up etc. for skiers who ride the bus. There could be rewards in place for those who consistently ride the bus or even carpool with 3-4+ people. Maybe skiers could earn a free meal or a free buddy pass or a free day of parking or something like that. Maybe this could be pushed and made attractive for tourists as well.

Please consider all possibilities before moving forward with such large scale and invasive projects in Little Cottonwood Canyon. It is so beautiful and I hate to see it scarred by a bunch of construction. It is my peaceful winter wonderland. Seriously. I love LCC <3

COMMENT #: 12158
DATE: 9/2/21 10:03 PM
SOURCE: Website
NAME: James Bennion

COMMENT:

I am strongly opposed to both proposals. I love skiing and have skied at both resorts starting 52 years ago. I love hiking the canyon and enjoy the road. The Gondola solution does nothing to help with shoulder season and summer use. Initial and maintenance costs would be enormous. An enhanced bus option would be better than the gondola as a year round, whole canyon utilization solution. However, it would disrupt the integrity of the canyon. I would much prefer trying numerous other options to encourage bus use, limit vehicle traffic and even limit how many skiers can use the resorts at a given time.

Thank you for all the time, work and careful thought you have put into this matter.

Jim Bennion

COMMENT #: 12159
DATE: 9/2/21 10:04 PM
SOURCE: Website
NAME: Liz Rocco

COMMENT:

Dear UDOT:

Please consider using the bus system in the way that it is used in Zion National Park: make it mandatory for everyone, period. Exceptions to people who live at alta, employee, lodge, and airport shuttle carpool rigs. This idea could be put into effect December through March only.

Making a large change to the environment for a problem that happens at best within a four month period of the year (avalanche season) does not seem like a good long term solution.

Please try out some options before you make irreversible changes to the environment. Tolling, and mandatory bus use could be a good start.

The gondola and additional lane (s) proposals could have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon.

Thinking about the longer term future of climate change and snow, makes me wonder if permantely changing the landscape because avalanche danger prohibits traffic flow from ski resorts is really something we need a long term solution for.

Sincerely,

Liz Rocco

COMMENT #: 12160
DATE: 9/2/21 10:05 PM
SOURCE: Website
NAME: Paula Clemente Pueyo

COMMENT:

Little Cottonwood Canyon is a huge part of what makes Salt Lake City such a unique and wonderful place to live. And while it contains world class skiing and climbing, it is a relatively small area for the amount of users it sees. While we recognize the need for improved winter access, this must not come at the expense of the irreplaceable recreational opportunities the canyon provides. Both of the solutions identified in the EIS would permanently and irreversibly change the canyon for the worse. I believe before a large construction project is undertaken we must see if we can reduce the congestion via peak hour tolling and improved bus service.

COMMENT #: 12161
DATE: 9/2/21 10:06 PM
SOURCE: Website
NAME: Ann K

COMMENT:

My vote is to start with:

- snow sheds, car tolls, and very frequent buses with no initial road changes.
- strict enforcement at all times of day for cars to be properly equipped with snow tires/chains when there is any potential for adverse weather. Too many times cars with improper equipment get up the canyon and cause severe traffic problems on the way down. Enforcement should occur regardless of the final transportation decision.

A gondola that must have complete infrastructure to start seems to be a grandiose solution to only serve winter traffic, not to mention being an eyesore. Also it seems to be a big leap of faith to assume a sufficient number of people will use the canyon transportation. Answering a questionnaire and following through can be very different. Start with something more scalable and have a learning phase. But whichever solution is ultimately decided upon, I hope there will be special accommodations for seniors. I am an Alta skier where lockers are hard to come by. I have previously taken the bus, but hauling a gear bag, skis, and poles became too much to deal with in a crowded bus. And for seniors, wearing boots for an extra couple of hours a day for the proposed transit times is problematic regardless of how comfortable our boots are to ski in.

Suggestions:

- Have priority senior boarding allowing for their equipment at designated times three or four times an hour.
- Enforce senior seating areas. I have a friend that had to stand for four hours on the downhill bus when the road was closed a couple of years ago. The senior seating was filled by younger people and not one gave up a seat for her, and the bus driver did nothing to help.
- Reduce tolling for seniors.

To recap, start with something scalable and take senior needs into the final solution.

Thank you.

COMMENT #: 12162
DATE: 9/2/21 10:06 PM
SOURCE: Website
NAME: Hunter Brown

COMMENT:

Please look at alternative option. Do not widen the roads or put a gondola going up to the ski resorts. Do a survey to see the capacity of the mountain. While also putting in toll booths and more busses.)

COMMENT #: 12163
DATE: 9/2/21 10:06 PM
SOURCE: Website
NAME: Brian Selander

COMMENT:

Gondola seems like the way to go.

COMMENT #: 12164
DATE: 9/2/21 10:07 PM
SOURCE: Website
NAME: Weston Edwards

COMMENT:

I do not support the creation of a taxpayer funded gondola. This multi-billion dollar project would only serve the privately owned ski resorts and the wealthy who frequent them. It would not alleviate traffic in and around the base of the canyons. The current problems with canyon traffic are mostly limited to a few incidents per year while the rest of the time the traffic moves smoothly. The traffic issues could be easily solved by a more flexible bus system with the highway protected from slide paths by avalanche sheds. Also the problem of vehicle slide-offs could be solved by requiring vehicles to be equipped with snow tires all season long regardless of current conditions. In addition, if built, the gondola and its unsightly towers and cables will blight the landscape of the canyon year round. It is next to useless during the Summer and fall months since it doesn't stop at the popular trailheads. The only ones to truly benefit from its construction are the wealthy business owners of Alta and Snowbird Who will turn parking lots into more vacation housing or hotels so that they can pad their pockets. If built, the gondola will stay, wether the taxpayers like it or not. The gondola is terrible idea.

COMMENT #: 12165
DATE: 9/2/21 10:09 PM
SOURCE: Website
NAME: Sierra Mcqueen

COMMENT:

Please no gondola, please! I have heard that to build the gondola a lot of the climbing in little cottonwood would be ruined. This is permanent and would be tragic. Bus enhancement is more adaptable, less expensive and doesn't seem to be as destructive.

COMMENT #: 12166
DATE: 9/2/21 10:10 PM
SOURCE: Website
NAME: Aaron Atkinson

COMMENT:

The enhanced bus alternative with peak period shoulder lane seems less disruptive than the gondola. It also seems more flexible and adaptable moving forward. Lift/gondola services while seemingly advantageous in some respect have logistical demands that lead to uncertainties that may have a negative impact on building consistent use. Given the reasons above I support the bus and peak period shoulder lane.

COMMENT #: 12167
DATE: 9/2/21 10:11 PM
SOURCE: Website
NAME: James Gracey

COMMENT:

Please pursue utah transportation enhanced bus without roadway widening proposal

COMMENT #: 12168
DATE: 9/2/21 10:12 PM
SOURCE: Website
NAME: Thomas Loken

COMMENT:

I am in favor of expanding/promoting increased bus service.

Reasons;

1. Gondola option will bring passengers to ski resorts only. There will be no stops for trailhead hiking or backcountry skiing. There will be no gondola service for spring/summer/fall. (maybe fall for Oktoberfest). Traffic is nearly as heavy in the summertime as in the winter. Gondola would not address this issue of reducing traffic in the non ski season. 2. Increase bus service could help with year round traffic reduction. It could stop at all trailheads and picnic areas. Much of the anticipated high costs of bus service expansion is secondary to highway width widening. I believe this width expansion would not be necessary if bus service is combined with a HEAVY toll fee.

3. Along with bus service, there needs to be parking lots for thousands of cars, not just hundreds. There is already some land designated for parking at the gravel pit. I believe more of this area has to be for parking. If need be, eminent domain could be used to acquire extra land for this...

Thank you for the opportunity for community input.

COMMENT #: 12169
DATE: 9/2/21 10:12 PM
SOURCE: Website
NAME: Peter Goodwin

COMMENT:

I have two comments on the draft EIS.

1. I would like to state my support for the Enhanced Bus Service in Peak Period lane alternative as it has the least impact to aquatic and riparian resources as well as being the most effective means of transporting people up canyon.
2. The Navigable Waters Protection Rule has recently been vacated in an Arizona Court ruling (Pasqua Yaqui Tribe v. EPA) and will likely be vacated throughout the country. In light of this, ephemeral streams flowing into navigable waters or tributaries to navigable waters must be considered potentially jurisdictional under the CWA. The potential impacts to these streams must be discussed in the EIS and references to their jurisdictional exemption removed from the document.

COMMENT #: 12170
DATE: 9/2/21 10:14 PM
SOURCE: Website
NAME: Edward Mitc

COMMENT:

I don't like either alternative that UDOT has outlined, the gondola is too inflexible and the bus lane still puts polluting, very uncomfortable and unreliable busses as the main alternative. Why can't a light rail or hung monorail be considered? A hung rail only needs smallish towers that aren't way up in the middle of the visual impact areas that people are complaining about with a gondola, no snow sheds and never needs plowing. It's electric and you can add/remove monorail cars as needed, and stops can be added that have quick access on and off. Seriously, UDOT is so far out of its league trying to plan and build anything other than roads, and these two alternatives show how far off the mark their entire effort has been. Please look at European ski transit for ideas, UDOT is just not up to this task by exponential factors of nearsighted, unimaginative thinking.

COMMENT #: 12171
DATE: 9/2/21 10:20 PM
SOURCE: Website
NAME: Nancy Radigan-Hoffman

COMMENT:

I enjoy Little Cottonwood Canyon as a skier, climber, and runner. It is obvious that there is a serious need for transportation solutions in the winter, but I disagree with the expensive and high-impact approaches that UDOT identified as its preferred alternatives (enhanced bus with road widening or gondola). To me, each of these options comes with a heavy cost, as either one will destroy at least a hundred bouldering routes in the canyon and there are valid questions about whether areas under the proposed gondola would remain available for recreation, or whether those areas would be cordoned off for safety reasons.

I believe that there are better frontline solutions to traffic in Little Cottonwood Canyon. First, drastically increasing bus service would facilitate greater ridership. I love the ski bus, and the only thing that ever deters me from taking it is the fact that the bus lines can be so long that I might miss four buses before finally getting on one. I have had close calls where the downcanyon buses are so full that I have missed bus after bus, to the point where unless I boarded an upcanyon bus to turn around and come down, I'd likely end up stranded or hitchhiking home -- not the safest option for me as a woman. Greater bus frequency would solve that problem.

Furthermore, bus service is flexible and can be adjusted to accommodate popular trailheads at midpoints in the canyon, not just the two private resorts, so that buses can serve a broader segment of the winter sports populace. Buses can also be reallocated between Big and Little Cottonwood; the traffic problems are currently worse in Little, but Big could stand for a serious boost in bus service, as well. As an avid summer climber and trail runner, I'd be happy if bus service was an option in the summer, too.

There are other simple interventions that can be implemented alongside increased bus frequency to encourage ridership. Little Cottonwood could be tolled. These tolls could be flexible to incentivize bus ridership during peak season or bad weather; they wouldn't necessarily have to be fixed or year-round. Traction law enforcement would also make a difference on inadequately equipped vehicles traveling in the canyon. Single-occupancy vehicles could be banned on days with high anticipated traffic (weekends, holidays). Shuttles could bring people from bus stops to less-popular trailheads. There is definitely a problem with the level of traffic that the canyons are seeing in the winter, and I agree that something needs to be done. I strongly disagree with the UDOT preferred alternatives, which will have major impacts on the character of the canyon and its accessibility for all other communities beyond resort skiers.

Little Cottonwood Canyon isn't only a couple of ski resorts. It's also world-class climbing, a sport that is exploding in popularity and that has already brought transplants, tourism, and money into Utah. It's world-class hiking and trail running, unimpeded by a gondola that might cut off access to commonly used trails. Enhancing bus service without widening the road, plus other tactics as outlined above, is the best step for UDOT to take now. This would save taxpayer money and preserve the canyon for current residents and future generations to enjoy.

COMMENT #: 12172
DATE: 9/2/21 10:20 PM
SOURCE: Website
NAME: Amy Peterson

COMMENT:

I do not believe a gondola should be built to service the canyon. It would only benefit the wealthy resorts, and not be a sustainable option for transportation as it would require major upkeep. Additionally, it would only hold small amounts of people, and would ultimately not offset the traffic very much at all. Please explore alternate transportation options, such as a light speed rail or train that would be operable year round and have stops at popular climbing, hiking, and outdoor recreation areas.

COMMENT #: 12173
DATE: 9/2/21 10:20 PM
SOURCE: Website
NAME: Owen McCarrel

COMMENT:

The proposal to add a gondola to LCC is a poorly thought out solution to a problem with further implications. The move to install a gondola would jeopardize all recreational opportunities in the canyon save for skiing. As a skier who also enjoys rock climbing and mountain biking it would seem that this disgusting cash grab is a no brainer to say no to.

COMMENT #: 12174
DATE: 9/2/21 10:21 PM
SOURCE: Website
NAME: Mallory McNeill

COMMENT:

Adding the gondala and extra lanes will destroy the beauty of the canyon and only help a select few. There is is an entire community that thrives in the areas that are planning on getting destroyed.

COMMENT #: 12175
DATE: 9/2/21 10:21 PM
SOURCE: Website
NAME: Delese Bettinson

COMMENT:

I vote for the Gondola, less impact on parking, road construction and environment than the other option.

COMMENT #: 12176
DATE: 9/2/21 10:21 PM
SOURCE: Website
NAME: Andrew Duty

COMMENT:

I have been a resident of Salt Lake City for almost ten years now. I moved here in 2012 largely for the beautiful spaces in which to hike, climb, and bike, as well as for the community of people who also appreciate wild spaces. One of the best parts of Salt Lake is the ease with which I can regularly spend time in areas where I can neither see nor hear the signs of civilization. I use our canyons at least twice a week, year-round. It is a haven I look forward to and have come to rely on. It is where I find joy and peace and am inspired with new ideas, and it is where I heal.

Because of this, I was very concerned to learn of the plans to expand parking lots and lanes and to put in a gondola in Little Cottonwood Canyon. I understand the city's desire to attract more people to this amazing place and to generate additional income, but what is the point of doing so if it ruins what makes it great?

I also believe there are solutions in which both sides of this debate can benefit. I will not endeavor to detail possible solutions here, but I will say that I am absolutely willing to literally put my money where my mouth is and give monetary support to help ensure these canyons stay beautiful. I happily pay for an annual pass to Millcreek Canyon every year, and will buy passes for other canyons in a heartbeat if it can help preserve their beauty.

It is easy to say yes to gradual encroachments until, next thing you know, irreversible damage has been done. Let's not let that happen here. Please say no with me and let's work together to find other solutions. Please do not ruin this special place that I love.

Andrew Duty

COMMENT #: 12177
DATE: 9/2/21 10:22 PM
SOURCE: Website
NAME: David Crim

COMMENT:

The most important thing is to not disturb the natural look of this beautiful canyon, therefore a tram system should not be built. An efficient bus system should with proper base canyon parking facilities should be designed and implemented. a future low level electric train adjacent to the existing road should be developed in the next 5-10 years; thank you.

COMMENT #: 12178
DATE: 9/2/21 10:22 PM
SOURCE: Website
NAME: Davis Anderson

COMMENT:

A train needs to be seriously considered above all other options. Look at Wengen and Zermatt. It works! The path should follow the road. Instead of an expanded bus lane, the train should run on the expanded path. A bus is prone to accidents due to weather and driver error. A train has a very small chance of having an accident. This option would only slightly alter the visual appearance of the canyon. Compared to a gondola, it is minimal. It would also have the ability to make stops along the way at popular hiking and touring locations. It would also be able to carry cargo to the resorts. PLEASE consider a train as an option. Look at the uses in Switzerland, it is so effective! Please please please consider this as an option seriously.

COMMENT #: 12179
DATE: 9/2/21 10:23 PM
SOURCE: Website
NAME: Kim Olmore

COMMENT:

Widening lanes or adding a gondola will cause irreparable damage to a beautiful canyon. Consider the number of high traffic skier days compared to an entire year. It doesn't make sense to spend millions of dollars & alter the canyon's environment permanently. I propose a fee structure per vehicle similar to Millcreek Canyon - a daily use fee or an annual pass AND cap the number of cars allowed in the canyon on busy days. This will force people to use public transportation or go to other canyons to ski. NO to widening the road. NO to a gondola. Charge a fee per car.
Thank-you for taking comments.

COMMENT #: 12180
DATE: 9/2/21 10:24 PM
SOURCE: Website
NAME: Sandra Cerchiari

COMMENT:

SAVE LCC CLIMBING! LESS DESTRUCTIVE OPTIONS EXIST!!

COMMENT #: 12181
DATE: 9/2/21 10:25 PM
SOURCE: Website
NAME: Elizabeth Tronstein

COMMENT:

The gondola is not the solution. We need better bus access. The gondola would destroy the canyon and only serve the ski resorts, it would not serve backcountry trailheads and makes no sense. The gondola would irreparably harm the canyon.

COMMENT #: 12182
DATE: 9/2/21 10:26 PM
SOURCE: Website
NAME: Alison Oakes

COMMENT:

DO NOT ban single person vehicles. If you must toll that's understandable, but you are going to prevent us locals from being flexible. For example, I may go skiing in the middle of my work day for a few hours, and return to work after, so I cannot carpool in these instances. If you limit locals access you are disrespecting us and our use of our lands. I would also encourage the transit options that move more people compared to less (ie gondola), anticipating growth. And why risk the potential for longer wait times that makes these options less feasible. More people faster is the best option. Especially for us locals that use canyons in our day to day life (often on a schedule!) and are not on endless winter vacation.

Thanks for your consideration. Sincerely, a proud 2nd generation Utah native

COMMENT #: 12183
DATE: 9/2/21 10:26 PM
SOURCE: Website
NAME: Ryan Argenta

COMMENT:

Strongly opposed to gondola. Please implement a phased approach to traffic management through tolling and enhanced bus service. Doing so will protect the canyon while generating revenue and jobs in the local area while simultaneously serving private enterprises up-canyon. Thank you.

COMMENT #: 12184
DATE: 9/2/21 10:26 PM
SOURCE: Website
NAME: Sarah Niederhauser

COMMENT:

Growing up I lived at the mouth of Little Cottonwood Canyon, and now as adult it has been my place of employment for three years and I'm looking forward to many more. LCC is like a 2nd home to me, I want to preserve it's unique beauty and I want to continue to enjoy that beauty for many years to come. But as the years go by the difficulty of getting up the canyon from not only increased traffic, but canyon closures as a result of avalanche/rock slides, continues to worsen with every passing year. I think the gondola is the best solution to that problem. Is it a perfect solution? No, but I don't think there is a perfect solution. The canyon deserves to not only be preserved but shared, and I think the gondola helps us achieve both.

COMMENT #: 12185
DATE: 9/2/21 10:26 PM
SOURCE: Website
NAME: Elizabeth Ence

COMMENT:

You intend to pave our paradise

Ask us to pay for it (taxes) and Limit our use of the canyon

We moved to Cottonwood Heights over forty years ago to be near our spectacular mountains. We ski, bike, hike (year round), cross-country ski, picnic and in all, enjoy the beauty all year. We have put up with out-of-town skiers in our area, and what do we get for it?

In Cedar City, the locals are given privileges to the Shakespeare festival for sharing their city with the world. We are having our canyons taken from us and delivered to the elite travelers at our expense, no benefit for having tolerated the crowds.

I am adamantly opposed to the Gondola proposal. We have attended both meetings in Cottonwood Heights on the subject. We gathered the information and talked to the representatives of each. The Gondola and the dedicated only busses only redirect the traffic to certain locations. For us in Cottonwood Heights who now walk to catch a bus to the resorts will have to pack up our gear, drive away from the resorts several miles, catch a bus back to the hub and proceed up the canyon. This will multiply our commute time by about 5 times. This does not make sense.

I agree with Mayor Wilson who suggests phasing the process in. Leading to more bus options.

Please do not cater to the resort's desires for the Gondola. They are the ones who will benefit financially at our expense. Are the canyons for the elite? NO! They are for us who have called this place home and sacrificed for it.

COMMENT #: 12186
DATE: 9/2/21 10:27 PM
SOURCE: Website
NAME: Adam Goff

COMMENT:

No gondola! It's an eyesore and costs just as much if not much more than providing more buses and widening the road? How is this even a debate? Gondolas are slow, inefficient, expensive, and ugly. The bus is the way to go.

COMMENT #: 12187
DATE: 9/2/21 10:27 PM
SOURCE: Website
NAME: Trindl Covington

COMMENT:

I strongly oppose the building of a gondola. The last thing the canyon needs is more people. Electric busses with better park and rides is what I would opt for.

COMMENT #: 12188
DATE: 9/2/21 10:29 PM
SOURCE: Website
NAME: Gabrielle Conway

COMMENT:

The gondola is stupid and only making the environment worse

COMMENT #: 12189
DATE: 9/2/21 10:30 PM
SOURCE: Website
NAME: John Celski

COMMENT:

Don't use taxpayer dollars to build something that's only going to benefit private corporations. The ski resorts and Alterra are to blame for the congestion in the canyon. The gondola and extra wide bus lanes would destroy recreational activities such as climbing and hiking... activities that have been done long before the resorts were there.

COMMENT #: 12190
DATE: 9/2/21 10:30 PM
SOURCE: Website
NAME: Maura Hahnenberger

COMMENT:

The gondola option is not acceptable as it combines several negative effects: irreparable environmental damage, destruction of a world class view shed, loss of recreational resources including hiking trails and climbing routes, very high building and operating costs, no access to dispersed recreation, low people per hour, long transit time, lack of connectivity to regional transit, and basically a lack of solving the real transit problems in LCC.

The enhanced bus option has some issues, but is vastly more appropriate and flexible to the real needs of LCC.

It is very disappointing that the EIS is focused on “peak” times. A transit system should be designed for the largest number of days and the largest number of users. The EIS is focused primarily on a very small subset of “peak” times and a very small subset of users (resort skiers). There are so many other users to be considered including, backcountry riders, hikers, bikers, families, climbers, residents, and more.

Further, it is critical to plan for LCC in the context of regional transit, particularly including BCC. These two canyons are inexorably linked in their transit needs and issues. Focusing on one and not both is ineffective and shortsighted.

Buses are clearly the better option for the adaptability and flexibility they provide.

COMMENT #: 12191
DATE: 9/2/21 10:31 PM
SOURCE: Website
NAME: Heather Matheson

COMMENT:

I grew up in Salt Lake City and continue to enjoy our beautiful canyons all year long. I started skiing at Alta when I was 5 years old and today I go to LCC frequently all four seasons skiing, hiking and trail running. I deeply care about our environmental impact, our watershed and everyone's safety. I also, like many others, go to escape and appreciate the amazing mountain views.

I don't support the gondola or roadway widening as currently proposed for the traffic and congestion issues in LCC. I love to go ski in the winter at the resorts and public access backcountry trails so I first hand understand we have traffic problems. I also hike/trail run at all the trailheads throughout LCC spring, summer, fall. The gondola won't service any of the lower canyon trailheads. The gondola will also ruin our amazing unique views (why I and many come enjoy the canyon). The gondola will also take longer compared to enhanced buses or driving. While I highly support more buses the roadway widening will permanently damage the canyon. If more people ride the buses there shouldn't be a need to widen the road to the extent of damaging the local terrain.

I am advocating that we 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. Due to covid-19 our community has not truly tried an enhanced bus effort with real adequate base parking (ideally at the gravel pit with PLENTY of spots for both canyons). Incentivizing carpooling in a robust effort on weekends with plenty of base parking would also be worth testing before permanent damaging the canyon. I advocate for a bus and carpool testing phase first with greatly improved base parking before the two more invasive options (gondola or road widening).

I'd also highly recommend electric buses be considered. There's no mention of electric buses in the proposal which would help solve pollution problems (especially with our inversions) and long term be better for environmental impacts. Converting the gravel pit into an enhanced bus and shuttle hub, with plenty of parking and ride frequency on weekends would be a better first test to prove out before spending half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening. Smaller shuttles could help take people to dispersed trailheads not at ski resorts during all seasons.

I love skiing at Alta and Snowbird and hope to keep skiing at these resorts in the future but the gondola or roadway widening options don't consider everyone using LCC year round and into the future. While most traffic goes to the resorts in the winter the entire canyon is used year round by locals and visitors. Also environmental pressures will increase with climate change and any congestion solutions need to think about those impacts as well as capacity issues while also keeping our public lands accessible to everyone including those who don't ski.

I love our canyons and hope we find new holistic options that benefit everyone and support long term environmental solutions.

COMMENT #: 12192
DATE: 9/2/21 10:33 PM
SOURCE: Website
NAME: Chris Koerth

COMMENT:

Why expand the highway so more buses can go sideways on icy roads? Buses, rental cars, delivery trucks and all other vehicles ill equipped to handle wintery mountain roads should not be allowed in the canyon unless they are outfitted with proper traction control devices.

I see the gondola b as the only option of the two proposed that decreases the problem of mobility in Little Cottonwood.

COMMENT #: 12193
DATE: 9/2/21 10:36 PM
SOURCE: Website
NAME: Tammy Boror

COMMENT:

Please reconsider building a gondola up Little Cottonwood Canyon. It only services the ski resorts (no trailhead stops) at the cost of all tax payers, and it will forever change the experience in the canyon for all that visit.

COMMENT #: 12194
DATE: 9/2/21 10:36 PM
SOURCE: Website
NAME: Adam Doyle

COMMENT:

Please do not build a gondola in LCC. There are better ways to get people up to the resorts instead of ruining a peaceful natural place.

COMMENT #: 12195
DATE: 9/2/21 10:37 PM
SOURCE: Website
NAME: Blake Martin

COMMENT:

I believe the existing system of buses and carpooling should be expanded until it has been proven it won't work. I for one do not want to see a gondola go up through the canyon for me to look at during summer climbing and I definitely don't want my taxes to be impacted more than they have to be for a system to produce more profit for a private industry.

COMMENT #: 12196
DATE: 9/2/21 10:37 PM
SOURCE: Website
NAME: Mac Gilbert

COMMENT:

I am a psychologist and I tend to approach problems from a psychological/behavioral perspective. Widening the roads or putting in a Gondola seem to be a Band-Aid to the problem of too many cars going up the canyon. Instead, it may be more effective to address the problem at its core and focus on increasing the frequency that people carpool or take the bus.

Instead of spending all the money to implement either of these solutions, I suggest the money be used in a raffle system to reward people that are carpooling and/or taking public transportation. This would operate under the behavioral principle of positive reinforcement. When you want a behavior to increase, if you add something salient after the behavior, and then the behavior increases in the future, positive reinforcement has occurred.

Take the money to build, and then to maintain each year after, and have a lottery of people that are driving up the canyon in a vehicle with multiple people (you can set the criteria how you like and it can change for weekdays or holidays - e.g. 2 people in the car for a weekday and 4 for a weekend). Then develop some way to have a lottery and the prize can be multiple payments of \$1,000. So maybe two cars would win. I have not done the math, but it seems like this will be much cheaper than the maintenance costs for each year for more buses or the gondola. The key would be to have enough prizes at enough of a value that people carpool. Maybe on the weekend, have a couple of prizes of \$2,000 or \$3,000. I worry that this would bring in people from out of state and increase people visiting. Maybe limit it to in-state individuals. Maybe not. You could also do this for people riding the bus. Maybe have a larger prize for more people in each car (done safely). There could be a way to check in at the top of the canyon and then check out, to make sure that people do not just drive up the canyon and turn around right away. Maybe there needs to be an hour or two between the check-ins or you need to scan a QR code at the top of the lift. What I do know is that reinforcement of the desired behavior is the most effective way to create behavior change. Not just build a wider road that will eventually have too much traffic/ need to be widened further or a Gondola system that will require more Gondolas in the future. Thank you for your consideration,

COMMENT #: 12197
DATE: 9/2/21 10:39 PM
SOURCE: Website
NAME: Adrian Bizzaro

COMMENT:

As a homeowner and taxpayer in Salt Lake City, I am stricken at the proposal to set up an overpriced gondola that only accesses the resorts and serves to provide them more costumers off of taxpayer money. Neither the gondola or the expanded lanes solves the true issue: we are reaching over capacity for the cottonwood canyons. If we really wanted to get more cars on the road, we would be enforcing a tolling system / enhanced shuttling and buses rather than expensive infrastructure. I am strongly opposed to both solutions that have been presented.

COMMENT #: 12198
DATE: 9/2/21 10:39 PM
SOURCE: Website
NAME: Todd Cox

COMMENT:

The Gondola will be an eyesore and is a terrible idea. The increase bussing sounds great on the surface but fails to account adequately for off seasons. Both options are tailor made to benefit the ski resorts at the expense of taxpayers. I already shell out close to a grand for a pass. I'll be damned if I ruin a canyon with my money so that the ski resorts can make a buck. Back to the drawing board.

COMMENT #: 12199
DATE: 9/2/21 10:39 PM
SOURCE: Website
NAME: Jason Brand

COMMENT:

I greatly prefer the proposed additional bus lanes over the Gondola because of the decreased travel time of the bus and the option for distributed departure locations, which also decreases total travel time. Travel time will be among the most important factors for adoption of new travel options that are not mandated.

However, neither of the 2 leading proposals make a direct attempt to address the primary problems at hand: traffic, pollution, and wear on the canyon caused by too many private vehicles**. If we instead tackle those problems head on, we may not need to spend hundreds of millions of dollars on new lanes or towers in the canyon. By improving the utilization of the resources (lanes) we have, we can also get a better solution, faster.

My preferred method of reducing canyon congestion without adding new lanes or towers would be to close the canyon to private traffic and aggressively increase the frequency of bus service. Exceptions to this closure could be made for 1) overnight guests and employees of the resorts, 2) recreationalists not traveling to the resorts, and 3) private vehicles driving to the resorts granted access by a free daily electronic lottery system. On non-peak days it is likely that anyone who enters the lottery could gain access.

It is key that the lottery system is free and the access thereby granted non transferable. We cannot let the canyon further turn into a recreation site for the rich. The lottery system could work based on approving license plates for access. Licence plates could be scanned electronically as drivers pass the canyon entrance to prevent congestion.

Many will be familiar with the change Zion Canyon implemented in the year 2000 with even tighter rules, which have been a massive success. It would be impossible for the 500k+ monthly Zion Canyon visitors to enjoy the canyon the way they do today if leaders decades ago did not make this bold change. I hope UDOT and those who influence this decision will be willing to make a similarly bold decision to protect Little Cottonwood Canyon for future generations.

** Traffic metering is mentioned in the footnotes of the proposals, however none of the solutions proposed by UDOT are primarily focused on solving the problem of traffic, and one could even say they are designed to avoid solving the problem of traffic volume in the canyon.

COMMENT #: 12200
DATE: 9/2/21 10:40 PM
SOURCE: Website
NAME: Amanda Lingle

COMMENT:

Please do not destroy the beauty of what is Little Cottonwood. There have to be otherwise to work on the traffic without sacrificing the land. There has already been too much of nature destroyed by us because of so called progress. Take the Glen Canyon Dam. Although I love Lake Powell, it is a travesty that this canyon was dammed up. Let's not keep making the same mistakes but rather learn from them.

COMMENT #: 12201
DATE: 9/2/21 10:40 PM
SOURCE: Website
NAME: Ryan Quant

COMMENT:

Please reconsider plans for a gondola in the canyon. It would really diminish the natural beauty of this unique amazing canyon we like to recreate in. Less drastic and permanent measures should be considered first to mitigate the traffic issue.

COMMENT #: 12202
DATE: 9/2/21 10:41 PM
SOURCE: Website
NAME: Danka Avila

COMMENT:

Hi my name is Danka Avila and I love utah. I love it's incredible landscape and I more than anything love the snowboarding. I feel extremely privileged to live in this state and with that in my mind I feel tasked with preserving it. I strongly oppose the gondola. I truly believe that reducing the incredible climbing and sight of LCC would be detrimental and strongly oppose widening the road. Please do not ruin LCC. Thank you.

COMMENT #: 12203
DATE: 9/2/21 10:41 PM
SOURCE: Website
NAME: Lexi Moody

COMMENT:

Please don't ruin our canyon any further. The widening of the road already damaged the beautiful nature of the canyon, and the gondolas will make it worse. The traffic problem is easily fixed with extra buses and little cost to taxpayers that should not be burdened with this cost that only lines the pockets of the ski resorts.

COMMENT #: 12204
DATE: 9/2/21 10:42 PM
SOURCE: Website
NAME: Meghan Stan

COMMENT:

I understand that Little Cottonwood Canyon has had a rough past, having gone through the environmental trauma of mining, logging, and grazing in the past 150 years. Little Cottonwood is far from a "pristine wilderness," but its beauty is attracting more tourists in the summer and the winter. Traffic is awful in the winter, but becoming worse in the summer as well.

I am concerned that the gondola does not properly address the growing issue of summer traffic to trailheads and climbing hotspots. Increased bussing and summer bussing could improve summer trailhead parking issues, allow for loops, and decrease overall noise and air pollution from traffic. Busses should be made more comfortable and perhaps smaller, since riders often complain of nausea and no views. Bus design should be taken seriously so that people are comfortable during the ride, and canyon visitors should be incentivized with free fare. These are just ideas, of course, but I hope they illustrate that I have put thought into the issue and had lots of conversations with my peers.

I work on a trail crew in the Wasatch, and have put thousands of hours of work into improving or creating trails. I'm concerned about how the gondola will impact some of those trails - climbing access trails, backpacking trails, biking trails, interpretive trails. Sure, the gondola will allow for nice new views of the canyon, but nothing is as good as being up close and personal with nature.

The gondola will help wealthy people access expensive resorts for a portion of the year. It is designed with the idea of improving traffic on some bad traffic days. Utah taxpayers deserve a solution that is more flexible and where resources can be used outside of one narrow canyon.

I am against the gondola.

Forgive my messy writing. Thank you for your time!

COMMENT #: 12205
DATE: 9/2/21 10:43 PM
SOURCE: Website
NAME: Cade Tyrell

COMMENT:

I am writing this comment to voice my concern for the environment. This project, gondola or added bus lane, is extremely anthropocentric. We should be focused on the health of the canyon, not short term profits (mainly) for a ski season that will continue to get shorter as years go on.

I'm very concerned for the plants, animals, soil, water, canyon character and biodiversity that will be disturbed and destroyed with either of the 2 suggested alternatives. More fragmentation is not good for ecosystem integrity. Improve current bus service and road safety+quality on the current road. Limit passenger vehicles on high traffic days. Build covered parking. Doesn't hurt to improve what we have before irreversibly changing the biodiversity and look of the canyon! We need to protect nature in these times

COMMENT #: 12206
DATE: 9/2/21 10:43 PM
SOURCE: Website
NAME: Mel Young

COMMENT:

I am opposed to any alternative that includes widening Wasatch Blvd. I believe it is unnecessary and a waste of highway funds. Experience suggests that anything I say will fall on deaf ears; UDOT doesn't listen and goes ahead with what they want regardless of the interests of the local municipality and citizens that will be affected, but I feel it important to share some of my thoughts anyway.

I have lived in a home that backs onto Wasatch Blvd for over 40 years. The congestion and traffic on our two-lane road are generally less than the rest of the valley - especially the east west streets. It does get busy during rush hour but nothing that the residents in this area haven't been able to live with and again, far less than most other streets in the valley.

A few times during the ski season, following a snowstorm on a Saturday or Sunday, Wasatch can become a parking lot for a several hours in the morning as avalanches or other issues are dealt with in Little Cottonwood Canyon, but this slowdown usually clears up later in the morning. Widening the road won't take that problem away, it will just make for a larger parking lot. Not even buses can go up the canyon when there is an avalanche.

The area on either side of Wasatch for the most part is built up so there won't be much increase in commuter traffic in the future. Widening the road and leaving the speed limit at 50 mph will only attract more people and cars from out of the area who think they can save a few minutes of their commute and speed through our community. If anything, for environmental and safety reasons, the road should not be widened, and the speed limit should be reduced. It would be nice to see it look more like Wasatch Blvd south of 9400 South. Minimally, there shouldn't be any thoughts of widening Wasatch Blvd until at the least Highland Drive is completed to 11700 South and traffic patterns are studied then.

You don't need to widen Wasatch Blvd to put a gondola in Little Cottonwood Canyon. Nor do you need to widen it to increase bus traffic. Something needs to be done so those who otherwise would drive their car into the canyon during ski season would want to use buses from designated parking areas.

That could be in the form of a toll or incentive of some kind to encourage people to take buses into the canyon or gondola station.

Please go back to the drawing board and work with the community you will be affecting. Whatever you think the benefits are for widening Wasatch Blvd they don't even come close to the adverse effects it will have on the community of Cottonwood Heights.

COMMENT #: 12207
DATE: 9/2/21 10:45 PM
SOURCE: Website
NAME: Hailey K

COMMENT:

I don't think udot should put in a tram or widen the road because the ski resorts are already at capacity. Resorts shouldn't be pushing for maximizing growth in a limited space. The ski lines are already WAY too long!!! Improving buses could help but Ikon/ Mountain collective/ Epix passes largely increased traffic to the canyon. I propose that a more frequent bus system should be free, it will be convenient if it runs often, and if there is a toll to drive a private vehicle up the canyon- people will be incentivized to use the bus, and people will want to carpool! Nobody wants to see an unattractive tram up the canyon and pleeeeeease don't expand wasatch!!!!

COMMENT #: 12208
DATE: 9/2/21 10:45 PM
SOURCE: Website
NAME: Daren Cottle

COMMENT:

Hi,

I have been following the LLC traffic reduction process with great interest and increasing dismay. The premise of the enter project is fundamentally flawed - design a transportation system that maintains the current level of cars while transporting 30% more people up the canyon for 30 days or so of peak ski demand in the winter. The financial cost of this objective to the public is staggering and the damage to the canyon permanent. All this to support two private businesses and one, and only one, user group. In addition, the question that really matter, namely the carrying capacity of LCC, is completely ignored. Therefore, I join SL Country, SL City and other user focused groups to urge UDOT and the State of Utah to pause the process and reconsideration what we're really trying to do and why. Please adequately fund programs that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems before tearing up LCC to construct new and unproven solutions. Some of these proven systems and programs could include:

- Tolling
- Increased funding for more buses and bus service
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front. Instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd.
- Shuttles vans to transport dispersed recreation users to trailheads
- Express bus and shuttle routes that deliver people directly to their destination
- Optimized ski resort navigation to reduce resort congestion
- Traffic controls
- Double stacking
- Managed and reversible-lane alternatives

Again, I am concerned that without a plan in place to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. Increased capacity will also inevitably lead to increased ski resort expansion pressures. I am against any future ski resort expansion outside of their current footprints. Finally, if one of the preferred UDOT alternatives is inevitable, an outcome I sincerely hope is not inevitable, I strongly oppose the Gondola A alternative. A gondola in LCC with massive towers will permanently and significantly degrade the very thing that draws the majority of people to the canyon year round - stunning views that inspire. Once constructed, a gondola will not come down, even if its usage is far below UDOT's assumptions. It appears to me that a LCC gondola has a better chance to become another west desert pumping station in the next 50 years as it does to be an effective public asset. The risk/reward calculus seems completely out of whack and our children and grandchildren will be left to wonder what we were thinking.

Thank you for seriously considering my and other comments in this process. I commend UDOT for accommodating public comment and engaging the public in many ways.

COMMENT #: 12209
DATE: 9/2/21 10:46 PM
SOURCE: Website
NAME: William Watkins

COMMENT:

Hello, my name is Will, and I am a resident of Salt Lake City Utah. I am also an Electrical Engineering student at the University of Utah, and in my spare time I study transit and other aspects of urban planning.

I believe that you are faced with a very big decision to make. A decision that will shape not only the future of Little Cottonwood Canyon, but the future mindset going forward in all similar projects in the State of Utah and possibly the rest of the United States. A decision that has the potential to move us forward into a new era of mobility should a progressive decision be chosen.

I would like to make a case for either the option of a gondola or cog railway to be placed in Little Cottonwood Canyon, as either would have their benefits and drawbacks but pose as viable options, especially from an environmental standpoint. A gondola is able to provide a direct route up the canyon with minimal environmental impact, as most of the infrastructure required for a gondola is elevated above the ground. Additionally, it is resistant to a number of natural occurrences like avalanches and heavy snowfall, things that would have a significant effect on canyon traffic. Additionally, because it operates in a continuous circuit, it is able to provide a high throughput which a bus would not be able to come close to matching. Finally, there's the added bonus that road traffic will not be required inside the canyon itself, and transit options can be further expanded to better service further places in the valley. A cog railway would service similar benefits, although because it is a railroad and not a gondola, it would not require a straight-shot up the canyon and would be able to wind around the contours of the existing canyon road, also mitigating the environmental impact of the system. While it would be on the ground and therefore susceptible to the elements, it would overcome this with the fact that it is incredibly hard to lose control of a train due to weather, especially one with an added cog rail. Trains are also very strong in terms of throughput, making them much more efficient than the standard bus or car since all that is required for higher throughput is adding more cars to the line. As stated previously with the gondola, a cog railway would also serve the benefit of providing opportunities for further transit connections. However, unlike the gondola, a railway can be further expanded to service other destinations. Should the situation arise where more connections would be desired, it is far easier to expand a railway further out, making the cog railway the clear winner for future proofing.

A bus or added roadways is probably the least desirable out of all of the options provided for this project no matter what angle of approach is taken. For environmental concerns, adding roadway to existing land requires a significant amount of resources to create what is essentially space for cars to stack up, cars that burn unsustainable fuel and are created from unsustainable materials. Adding a peak period lane would only make driving more desirable, and more drivers would bring the added requirement of parking issues, further traffic, and zero alternative should the road become blocked due to the loss of control while driving or other events that have occurred in the past. The environmental impact of parking structures that would be required in the future to support additional lanes, or other car-related infrastructure will far outweigh those of the gondola or rail option. While it may seem like a short term desirable option, the situation will only get worse in the long run should this option be pursued.

There are many other reasons why rail or gondola would be the way to go, however since this is primarily an environmental focus, I will leave those out of my comments. Please know that this decision will have profound consequences. While it's a heavy situation, there is potential to shape the future of mobility and transit in the Little Cottonwood area, which could inspire further positive change throughout our great state of Utah. Environmental impact has clearly ruled in favor of alternative transit, and we need to allow this to guide us forward in the project. We need to start asking how many people we can move up the canyon, not how many cars we can move up the canyon. Thank you for taking the time to read my comments, I am grateful for your consideration.

-Will Watkins

COMMENT #: 12210
DATE: 9/2/21 10:47 PM
SOURCE: Website
NAME: Susannah Anders

COMMENT:

I strongly oppose the gondola.

COMMENT #: 12211
DATE: 9/2/21 10:48 PM
SOURCE: Website
NAME: David Robinson

COMMENT:

It is really about the "carrying capacity" of the three main stakeholders in the canyon: Snowbird, Alta, and the Forest Service. It is simply a supply and demand issue, and on peak periods demand heavily overwhelms supply. A capitalist's dream! The ski areas know their maximum capacity based on their infrastructure and desired visitor experience. They need to be willing to manage their operations to stay within their capacity.

Snowbird took a large step in the right direction last winter with the implementation of a parking reservation system. Alta plans to implement a parking reservation system for this season as well. That is the way it should work, private for profit enterprises taking responsibility for those areas that they have control and influence over to help remedy the problem.

It appears that the Forest Service is unable to participate in the capacity study at this time. That is too bad as the demand for dispersed recreation opportunities is growing. Perhaps there may be the requirement for regulating dispersed recreation activities during peak demand as well.

UDOT's roll in this as indicated in the Purpose and Need document is to focus on Safety, Reliability, and Mobility on Highway 210. Do what it takes to keep the road open and traffic flowing. Let the stakeholders deal with managing the demand for their services.

COMMENT #: 12212
DATE: 9/2/21 10:48 PM
SOURCE: Website
NAME: Karina Hottinger

COMMENT:

Please please please do not take such a historical and significant landscape away from the Utah national and international climbing community. Your proposals will have a detrimental effect on present and future generations of local outdoor enthusiasts and community members. Please reconsider your proposals. Please take some time to try and understand the what you will be taking away from the community forever.

COMMENT #: 12213
DATE: 9/2/21 10:49 PM
SOURCE: Website
NAME: Lindsay Miller

COMMENT:

My name is Lindsay Miller and I recently moved to Murray, Utah. While I think expanding the ability of citizens to drive to Little Cottonwood Canyon is valuable, the environmental damage caused by a gondola or expansion of lanes does not seem worth it. Instead, expanding public transportation and parking lots below the Canyon seems like a better options without damaging the diverse and beautiful ecosystems with the Canyon. Adding a toll to encourage using public transportation also seems like a beneficial option.

COMMENT #: 12214
DATE: 9/2/21 10:50 PM
SOURCE: Website
NAME: Mia Kenny

COMMENT:

I think the gondola would be an eyesore to all of us and a giant gift to 3 or 4 private businesses paid for by taxpayers. Instead, implement an occupancy based toll to increase vehicular occupancy from current 1.7 people per vehicle to 4 and more. Require chains on cars so they can't skid and stop traffic. Close the canyon on high snow and avalanche danger days. Alternatively, if you subsidize Alta and Snowbird, be sure to give an equal subsidy to all other ski areas and then to all other private businesses in the State of Utah. Thank you.

COMMENT #: 12215
DATE: 9/2/21 10:53 PM
SOURCE: Website
NAME: Kirsten Kolter

COMMENT:

I strongly disagree with the gondola option, this is a horrific plan that will cause irreparable damage to our canyons. I also do not believe widening the road is needed either, we need to invest in electric buses and make this standard transportation up the canyon. We skiers and boarders claim to be earth friendly but we are not. We need to make sacrifices to ensure the canyons are skiable for the next generations. Please do not put this economic and financial burden on us. The Gondola does not solve the problem it's an amusement ride.

COMMENT #: 12216
DATE: 9/2/21 10:53 PM
SOURCE: Website
NAME: Lily Robledo

COMMENT:

The gondola alternative is best I believe. This would destroy beautiful bouldering opportunities to climbers and tourists.

COMMENT #: 12217
DATE: 9/2/21 10:55 PM
SOURCE: Website
NAME: Justin Fisher

COMMENT:

The gondola is absolutely not the way to go. Not only does it ruin the vistas that are so gorgeous up Little Cottonwood, but it will be billions of dollars only serving a few private businesses and their patrons. Why are we investing public money in infrastructure that only benefits those who are already wealthy?

Let's try a toll first and see what traffic is actually like. And if that doesn't work, a bus system like we have in Zion National Park could be a fantastic way to reduce traffic in the canyon, increase road capacity, and would be cheaper as we wouldn't have to evidence the road, which would permanently destroy world-class climbing that we are known for. One of the large draws for people to live here is that they can go climb, or ski, or mountain bike, or run, or paraglide, or hike right next to the city, 15 minutes from work. That is a unique opportunity in the US; let's not ruin that

COMMENT #: 12218
DATE: 9/2/21 10:56 PM
SOURCE: Website
NAME: Joye Schack

COMMENT:

Brett. T. Rutledge of Wasatch Backcountry Alliance gave very straight forward arguments for enhanced bus service. 1. Less cost 2. More flexibility 3. Year round access. I agree.

COMMENT #: 12219
DATE: 9/2/21 10:59 PM
SOURCE: Website
NAME: Conrad Beck

COMMENT:

While it might have novelty appeal, the gondola is essentially a \$500,000,000 bus. Utah drivers/skiers are attached to the convenient and privacy of their cars and enjoy hanging out acres-ski in the parking lot. The gondola is a tax-payer subsidy for the 2,000 + employees at Alta and Snowbird. Why can these corporations pay to transport their staff so that UDOT can use some of its budget to expand school buses for low-income/at-risk youth. Mandatory carpooling or tolling will drastically improve canyon traffic. WAIT and SEE before massive taxpayer funds are allocated to serve tourists and the 1% who visit Alta and Snowbird.

COMMENT #: 12220
DATE: 9/2/21 10:59 PM
SOURCE: Website
NAME: Nathan Ezro

COMMENT:

Proposal:

A 28 ft wide WVU-style 2-Way PRT (Personal Rapid Transit) track from 6200 park and ride to Alta with multiple stops/Mobility Hubs.

Main Concerns per UDOT:

Improve Mobility:

PRT "carts" can easily be made to accommodate up to 16 passengers per cart.

Passengers can choose to ride to/from specific Hubs. Carts can leave as often as needed.

Easily taking over 150 people an hour--Per Hub. (16 people per car X 12 cars an hour--one every 5 minutes) Number of carts used depends on number of passengers...no wasted buses/gas.

Peak times run with a near maximum number of carts available. As demand subsides during non peak hours, minimum carts are used. System controlled with electronic switching/grid.

Reduces need for personal vehicles on Wasatch. May even prove to reduce/eliminate need for buses on Wasatch and up the canyon.

Improve Reliability:

WVU PRT has been in service for since 1975. It still functions just fine today.

There are times when issues occur, but these are relatively rare. LCC is a totally different animal...

LCC track would likely need "bermed" into the North side of 201 in several areas.

This creates a snow shed/tunnel cover for the PRT track. This cover would protect the track from Avalanche flows and typical weather wear. Also provides a safe alternative during Avalanches and in normal bad weather scenarios. To create a safe road for personal cars and bikes, the shoulders need extended. Back fill from the north side excavation could be used on south side of 201. The southern shoulder could be extended out to provide a dedicated bus lane in the winter.

The bus lane would serve as a dedicated bike lane in the summer.

Impacts to the Environment:

Visual:

Just consider a PRT track VS the Gondola proposal.

With a PRT track, most of the visual impact would be outside of the canyon on Wasatch Blvd.

In this area, I would imagine the track being very similar to the one in Morgantown, WV.

If it is strategically placed, minimal homes would be impacted by the project.

The track would basically need to hug Wasatch Blvd in whatever manner makes the most sense.

In some areas, if placed on the West side of Wasatch, there would be awesome views of the valley from the track.

Once inside the canyon, the track would need to be bermed for the majority of the route.

Upon completion, I envision a track that basically blends into the north side of LCC.

In areas that are not prone to avalanche danger, the track could be visible along side the road.

When needed, tracks would have to cross 201 to allow for stops at the trailheads.

I imagine the bermed track just being overgrown and almost unnoticeable after the first year of completion.

I imagine the southern shoulder being wider with a guard rail down the entire route.

Any shoulder widening projects on the table would be similar in visual impact.

Once the track reaches Snowbird, it can get onto private property and is amongst all the lifts anyway. (Trailheads)

The trailheads would see significant changes with this system.

Mobility Hubs with more parking would be needed at each dedicated trailhead.

The PRT track would run off the main line and connect to each Hub.

These structures would need to house maintenance facilities and storage for the PRT carts.

The Hubs could have restrooms, Interlodge capabilities, and would have more parking for personal vehicles who choose to drive.

Extra parking at trailheads created with Mobility Hubs should reduce roadside parking.

Air:

PRT track is electric and does not need to rely on petroleum fuels.

This is an opportunity to join with the electric car revolution that is coming.

Track could be modified to actually produce energy with the carts coming down the track.

A friction based conveyor-belt style track could potentially turn some gears to get some power.

I am sure there are incredible things engineers could come up with if given the opportunity.

Water:

ONE Avalanche season puts more debris into LCC Creek than the construction of a project like this.

Upon completion, there would be more road surface, but no more than any other proposed widening alternative. Currently, runoff and pollution from all the cars is getting into the creek.

This project incentivizes people to NOT take their personal cars up the canyon. Ultimately, (hopefully) runoff and shoulder parking would be less of an issue when a track is an option.

Relocations:

Unable to comment without seeing ownership/title reports or condemnation plans.

Cost:

This is the biggest challenge with this project.

Initial cost would likely be way more than any other project.

I imagine it would be comparable to approximately 1/2 to 3/4 of a subway tunnel of the same length.

However, over the long term--to 2050--the project would pay for itself.

Consider the track in Morgantown continues to run nonstop for 45 years...

Further, I am not aware of the involvement of the Federal Transit Authority.

They are helping fund multiple large transit projects.

It seems this could be a good candidate for their consideration.

Also, Is there any hope of getting Federal funding if approved for a future Olympics?

There were deals struck between the Olympic folks and the University in the past.

Those projects continue to benefit the University, City, County and State.

Consistency and Compatibility:

Seems that a PRT style system would fit perfectly into the existing UTA structure.

Eventually, UTA Trax lines could extend to meet the PRT track...or vice versa.

A PRT system is way more compatible with the actual usage of the canyon.

If multiple Hubs are created at trailheads, the functionality becomes "

"apparent.

The track can be used in both the Summer and Winter to reduce air pollution and runoff in the canyon.

The year-round benefits also add up and would lower the cost when considered over time.

Permitting:

Not something I can comment on without some guidance or more info.

Scalability:

Track could be built in phases...

The design of the PRT system is perfect for extending lines out from existing Hubs.

Hubs and tracks could be added in the valley as more support grows.

Phase1:

A 28 ft wide WVU-style 2-Way PRT track from 6200 park and ride to Alta with multiple stops/Mobility Hubs.

Dream Phase 2:

Extend from Alta through Grizzly to Twin Lakes between Solitude and Brighton...allowing access to all 4 resorts.

Dream Phase 3:

Over Guardsman to Park City and Deer Valley...connecting all 6 resorts.

Dream Phase 4:

Down BCC...stops/Hubs at popular trailheads.

Mechanical Complexity:

This project would appear to have more mechanical complexities than some other alternatives. However, again, WVU must be referenced.)

Their track has run extremely reliably for 45 years with relatively "old" construction.

New technologies or engineering practices may make this type of track even less mechanically-intensive. This should be a state-of-the-art project. Snow Removal:

The WVU PRT track is heated and snow melts on contact. Rarely has it shut down due to snow or ice. However, Morgantown is not Alta. No way the WVU track holds up in LCC.

The LCC Track would need to be bermed into the north side of 201.

If that is done, snow removal from the track is a non-issue.

Removal of snow on 201 would have to continue to happen as normal if personal vehicles are allowed in the canyon. The track itself could be used to remove snow/debris on specialized carts if needed.

Avalanche Mitigation:

To prevent damage from avalanches, the track would need to be bermed into the north side of 201 in LCC canyon. Properly constructed, the track could provide safe passage for those stuck during Interlodge. Mobility Hubs would also need to be prepared to house folks in case weather is just too bad. In worst-case scenario (cart or track system failure), the track could at least be used as a safe causeway back to the valley. **Active Transportation:**

A PRT system with multiple Hubs is nearly the definition of Active Transportation.

It allows 1 person/multiple people the ability to ride from any Hub to any other Hub without stopping at Hubs in-between. Skis, snowboards, bikes, climbing and camping gear would all fit in the carts and at the Mobility Hubs. This system gives people the freedom to get to their favorite part of the canyon without driving. Other interesting points/thoughts:

WVU PRT claims it accommodates approximately 15,000 people per day during the school year.

Use track for commercial trucking going up the canyon.

Box trucks could be unloaded onto special PRT "sleds" that would get the cargo up the canyon.

Reduce number of trucks in canyon. Possible to convert 2 tracks into 1 and use specialized sleds to transport large items (snow cats, bulldozers).

Possible use for clearing avalanche debris through track.

Background:

Born in SLC. Family moved when I was a kid. Lived in Wyoming as teenager. Started Skiing at 13...41 now. Got to ski a few times every winter in SLC (visiting family). Moved back to SLC after college at WVU. Had Solitude pass for 2 seasons prior to ICON. I got 64 days on the ICON prior to Covid (2020) and 95% I used the Ski Bus as my transport. Did not take public transport last season (2021) and only made it to Brighton a handful of times. I have seen the red snake in both canyons. I prefer not to drive in crappy conditions. Work for the County in the Recorder's Office. Experience with multi-faceted projects. Thanks for your time and consideration.

COMMENT #: 12221
DATE: 9/2/21 11:01 PM
SOURCE: Website
NAME: Lily Robledo

COMMENT:

Correction I meant that I do not support the gondola or the widening of the highway. LCC is important to so many especially the climbing community. It seems very fiscally irresponsible to spend billions of dollars on something that isn't guaranteed to work. There are things that can be done that are much cheaper and would be less invasive and preserve the environment.

COMMENT #: 12222
DATE: 9/2/21 11:02 PM
SOURCE: Website
NAME: Michael Swistak

COMMENT:

I am strongly against the proposal to either widen SR10 or install a gondola up LCC. I moved to Salt Lake City three years ago to enjoy the climbing and snowboarding of Little Cottonwood Canyon. Since moving here I have spent every winter season in the canyon. I know firsthand the traffic problems that occur on a regular basis during peak winter times. I agree that there is a problem that must be addressed, however I do not think that either of these options will address the problem effectively. My main concern is that both of these options will permanently change LCC in a negative way. I would like to see the current infrastructure utilized in a more efficient way to accommodate travelers of Little Cottonwood Canyon before making permanent changes to the canyon. An expanded bus service that utilizes the existing infrastructure before the road widening or gondola installed. The right changes and updated to the current bussing system could alleviate the traffic problem while also serving more user groups, it would have less of an impact on the environment, and would be more cost effective than either of the two options proposed in the EIS.

Thank you for taking the time to read my public opinion. Little Cottonwood Canyon is a gem to our entire state and it would be a stain on our states reputation to permanently alter it for financial gains.

COMMENT #: 12223
DATE: 9/2/21 11:03 PM
SOURCE: Website
NAME: Emanuel Robledo

COMMENT:

Neither, both of these suck for the environment. It would destroy so much of the wonderful things that Utah's climbing community loves about little cottonwood canyon. Why spend countless dollars on something that's not even guaranteed to work? It seems like you're playing a losing gamble. Don't do it. Ain't worth it whatsoever

COMMENT #: 12224
DATE: 9/2/21 11:06 PM
SOURCE: Website
NAME: Cassie Maguire

COMMENT:

I am FOR the gondola. I think it is a very cool and innovative way to provide public transit up the mountain. Gondolas are unique and offer great views and I believe this addition will enhance the experience of a mountain trip. I am also interested in increasing UTA routes and frequency. Generally opposed to widening the roads.

COMMENT #: 12225
DATE: 9/2/21 11:10 PM
SOURCE: Website
NAME: Tyson Holman

COMMENT:

A gondola would be an ugly edition to the canyon. We don't need to do anything that drastic. An enhanced bus system would work just fine

COMMENT #: 12226
DATE: 9/2/21 11:13 PM
SOURCE: Website
NAME: John Shelburg

COMMENT:

Great Idea, will make it easier to go up and down on deep days.

COMMENT #: 12227
DATE: 9/2/21 11:15 PM
SOURCE: Website
NAME: Brian Muller

COMMENT:

Bus, please. The gondola will permanently destroy and visually impact the beautiful area. Please please no gondola

COMMENT #: 12228
DATE: 9/2/21 11:17 PM
SOURCE: Website
NAME: Melissa Niederhauser

COMMENT:

I believe that basically the Gondola is the only true solution. The problem is the road and parking. The road is steep, hazardous in weather and subject to avalanche. Buses just add to the problem. Get people off the road and vehicles out of the canyon. Approve Gondola.

COMMENT #: 12229
DATE: 9/2/21 11:18 PM
SOURCE: Website
NAME: Lee Besner

COMMENT:

UDOT should focus on enhanced bus service to reduce congestion in Little Cottonwood Canyon and tolls to encourage carpooling.

Tax payers should not be subsidizing door to door gondola service for ski resorts while ruining the views that make the canyons such a great destination in the first place.

Buses can be scaled up and down as needed and would be a much more flexible plan, in addition to being great for the environment. Gondolas won't decrease car use, they will just shift it slightly to the canyon entrance. I support express bus service, but am firmly against gondolas.

COMMENT #: 12230
DATE: 9/2/21 11:21 PM
SOURCE: Website
NAME: Sey Lau

COMMENT:

A Gondola would definitely ruin the grandeur and beauty of LCC. A gondola should not even be considered an option.

COMMENT #: 12231
DATE: 9/2/21 11:26 PM
SOURCE: Website
NAME: Hilary Silberman

COMMENT:

As a frequent visitor to a little cottonwood canyon to climb, ski and hike and I oppose both of the options currently being presented to deal with traffic congestion in Little Cottonwood Canyon. As a climber I am extremely concerned and upset that both the road widening and the gondola option would destroy so many boulders and permanently change and degrade our local Climbing resource. Both of these options do not provide adequate access to recreation for other user groups besides skiers. These options will permanently damage natural habitat, the environment of the canyon and the beauty of the canyon. I urge you to consider other alternatives before going in this direction. A well thought out and organize and efficient bus system has never been tried. Nor has tolling. Please go back to the drawing board and do not destroy her Canyon or our climbing resources

COMMENT #: 12232
DATE: 9/2/21 11:28 PM
SOURCE: Website
NAME: Camilia Skowron

COMMENT:

A gondola will ruin this canyon. It will only access the ski resorts, and none of the other uses of the canyon. Expanding a bus system and adding tolls is a smaller way to try and fix the traffic solution. A gondola will ruin the bouldering and be a horrible addition to this canyon. Please don't ruin the Wasatch in this way.

COMMENT #: 12233
DATE: 9/2/21 11:31 PM
SOURCE: Website
NAME: Rian Jensen

COMMENT:

I feel both current proposals miss the mark. I've spent my life living at the base of Little Cottonwood Canyon. I access the Canyon typically 70-80 days a year. I feel like you are making expensive long-term decision, without looking at less expensive least invasive options. I would propose trying the following before building a permanent structure or a busing system.

1. Toll the canyon. Offer an annual pass (likely pricey) or daily. Incentivize carpooling by not tolling cars carrying four or more.
2. From November 15 to April 15 eliminate any vehicle in the canyon that does not have four-wheel-drive and snow tires/chains. This would be daily, regardless of weather. People would chose or rent vehicles with that capability. If not, UTA buses will still be available. It will encourage carpooling for those who don't have an equipped vehicle.

Please, please take time to consider these less invasive options for a season or 2. I expressed them several years ago to this group and to my preferred LCC resort.

Thank you-

COMMENT #: 12234
DATE: 9/2/21 11:40 PM
SOURCE: Website
NAME: Rosie Staes

COMMENT:

To UDOT -

As a lifelong resident of Salt Lake City, who grew up at the base of Little Cottonwood Canyon, I have seen the tremendous growth in use of Little Cottonwood Canyon and recognize that the status quo is unsustainable. However, before spending more than half a billion dollars on unproven solutions like a gondola or roadway widening, which will cause irreversible damage to the environment, watershed and raw beauty that make LCC so unique, I am strongly advocating that we 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. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation
- Tolling to manage canyon capacity
- Reduced or free bus ticket prices on busy weekends
- Increased funding to support more buses
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd
- Shuttles vans to transport dispersed recreation users to trailheads
- Express bus and shuttle routes that deliver people directly to their destination
- Optimized ski resort navigation to reduce resort congestion
- Traffic controls
- Double stacking
- Managed- and reversible-lane alternatives

The gondola particularly does a very poor job of addressing the overall needs of users of LCC. If you drive up LCC on any given day in the winter AND summer, you will see packed trail heads down the whole canyon, not just at Snowbird and Alta. The idea that the canyon only needs a transportation option to address those two resorts is a gross miscalculation and will not serve the increasingly growing number of users of the canyon at 1) other trail heads and 2) odd hours of the day. The other thing that is important to address is Big Cottonwood Canyon, BCC is facing the same increased user base as LCC and experiencing very heavy traffic days throughout winter and summer as well. Increasing busses and bus routes is a solution that can address both canyons at the same time.). Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the the watershed, wildlife, raw beauty and the recreational user experience. 1)

Thank you for your time,
Rosie

COMMENT #: 12235
DATE: 9/2/21 11:40 PM
SOURCE: Website
NAME: Erik Hughes

COMMENT:

The Salt Lake Valley will consistently grow in population as climate, employment, recreation and access to nature drive individuals to our home. It is our responsibility, as residents, tax payers, and users, to plan appropriately for this enviable future while maintaining the land for future residents to enjoy. I don't agree with the option to build a gondola which services only the Snowbird and Alta ski resorts. While these are the primary Little Cottonwood resources that provide substantial economic benefit to the state of Utah, they are far from the main "resources" of the Cottonwood canyons. I support the option of increasing electric buses, bus express lanes, out of canyon parking, and canyon tolling to promote user adoption. I feel this option will best serve not only Little Cottonwood Canyon but also be easily adaptable to support Big Cottonwood Canyon which heavy usage already poses an immediate issue. The gondola solely up Little Cottonwood Canyon will not address this issue. While increasing access to the Cottonwood Canyons is important, the growth of the Salt Lake Valley with individuals who seek to use this land is likely to even make the proposed options insufficient in the coming years. To preserve the integrity of Utah's ecology, water supply and natural beauty it should be considered that limiting daily canyon and resort users may be our only future option.

COMMENT #: 12236
DATE: 9/2/21 11:41 PM
SOURCE: Website
NAME: Tofer Moran

COMMENT:

I think either idea wont work, buses or gondola if i had to choose id say gondola but but are gunna have some bad side effects for sure. If you increase bus service by 10 fold and put a parking station somewhere it actually holds cars and is helpful to the people then people would take it. I work up at snowbird and frankly there is just to many people up there on power days. Wait lines are upwards of 2 hours sometimes in ski lift lines so theres just no way to fit that many people in LCC also still questions on who will run the gondola and will it run at 4am for avy days?

COMMENT #: 12237
DATE: 9/2/21 11:45 PM
SOURCE: Website
NAME: Cliff Reader

COMMENT:

Gondola Alternative B is the strongly preferred choice for the following reasons:

- 1). Minimal environmental impact during contraction, and minimal footprint on the ground permanently.
- 2) Minimal environmental impact during use considering a) emissions, b) noise
- 3) Nearly fully automated operation with minimal human operators - especially compared to a fleet of buses with drivers. Much better ability to operate with seasonal staff, not staff employed year-round regardless of peak seasonal use.
- 3) Ability to operate consistently in winter weather conditions, especially compared to buses which will encounter conditions of heavy snowfall and icy conditions that will close the road or reduce speed on the road.
- 4) Significantly safer than buses subject to road traffic and accidents caused by other traffic, even if in dedicated shoulder lanes.

Please review similar successful resort access gondolas, such as Sugar Bowl, California and Verbier, Switzerland.

COMMENT #: 12238
DATE: 9/2/21 11:49 PM
SOURCE: Website
NAME: Carl Bufge

COMMENT:

LCC is a very small canyon. We need to limit people up the canyon. We don't need to put more people up the canyon! Just like iKon, Gondola works is on the biz of opportunistic exploitation. Gondola works- we need less people in the canyon not more. The canyon needs less footprint of your towering monstrosities not more. LCC is a finite and limited resource. Gondola works is on the biz of opportunistic exploitation. Gondola works- we need less people in the canyon not more. The canyon needs less footprint of your towering monstrosities not more. Go away nobody wants the Tram! Busses and flex tolls will work 360 days a year! Don't waste our money and ruin the canyon!

COMMENT #: 12239
DATE: 9/2/21 11:51 PM
SOURCE: Website
NAME: Harry Hahn

COMMENT:

I am a resident of sandy and live [REDACTED]. Im strongly opposed to a gondola. I spend multiple days a week in LCC, it's my favorite canyon in the world. The natural beauty of the canyon will never be the same. It will be destroyed. It's not the same as a gondola on a ski hill. This is a tough decision for me as someone who lives an environmentally conscious lifestyle, and is scared for the future health of our planet and all that live here, but mass transit actually being used would be a big win. Maybe there's other possibilities to consider too, like the future of electric buses. How many people can the canyon support. Should we really be enabling that many more people to impact the area at the same time? Whose going to benefit largely from this besides the ski resorts? Are the people asking for this?

COMMENT #: 12240
DATE: 9/2/21 11:52 PM
SOURCE: Website
NAME: Connor Herson

COMMENT:

Destroying the integrity and beauty of Little Cottonwood Canyon for a gondola that only serves a few rich people for three months a year is elitist, environmentally destructive, and impractical. Not only would it be an eyesore all summer, but it would destroy multitudes of boulders and boulder problems, crippling Little Cottonwood's climbing. Please, for the sake of the outdoor community as a whole, leave Little Cottonwood Canyon as it is - without gondola and without a wider road. I don't understand why you would compromise the experience 9 months out of the year for three months of slightly more convenience.

COMMENT #: 12241
DATE: 9/3/21 12:02 AM
SOURCE: Website
NAME: Joshua Bartkoske

COMMENT:

I am not in favor of either of these options for Little Cottonwood Canyon. But if an option must be had, I will oppose the gondola at all costs. Although at the start it appeared to be a better option, I have realized the impact such a project would have on the atmosphere and feel of Little Cottonwood Canyon. Although in winter it would be nice to take a gondola up, the many climbers and hikers in Little Cottonwood Canyon's other seasons would see an eyesore while trying to enjoy the beauty of the canyon. The gondola also ruins many classic bouldering areas that are valuable to the climbing community in Salt Lake City. As such, I will be expecting a full reconsideration of UDOT's proposed solutions and more time taken to study the issues in the canyon and how to address those issues for ALL users of Little Cottonwood Canyon.

COMMENT #: 12242
DATE: 9/3/21 12:03 AM
SOURCE: Website
NAME: Cameron Skidmore

COMMENT:

Please don't expand the road! A more developed bus system would be so much less destructive to the beautiful canyon. I'm a rock climber, and I have enjoyed the beauty of the area the area that would be damaged by road expansion or gondola construction for years. I know people that have come from all over the country and even outside the country to enjoy this beautiful landscape. Please don't bulldoze it! Once it is done, it can't be undone, and the area can never return to the way it was (famous boulders will be moved/damaged that can't be put back).

COMMENT #: 12243
DATE: 9/3/21 12:07 AM
SOURCE: Website
NAME: Elle Rose Knudson

COMMENT:

Our community needs infrastructure improvements that support diverse uses of the lands we all love. While winter sports are an invaluable source of income, the gondola and roadway expansion projects that would benefit primarily winter users of the canyon will be detrimental to other users of the canyon. As a year-round visitor to Little Cottonwood Canyon, I experience increased winter traffic. I would love for my canyon trips to be shortened by enhanced bus service WITHOUT roadway widening. There are diminishing returns when changes extend beyond this plan. The extra ~10 minutes of saved travel time for expanded bus service plus roadway widening is relatively insignificant compared to the ~40 minutes saved by bus service alone, not to mention the extra \$155M cost. All canyon users could benefit from this service, and I figure other outdoorspeople like me will be eager to partake in the expanded bus service! The minimal physical changes to the geographical features of the canyon and the appearance of the canyon, as well as the relatively low cost of enhanced bussing identify this plan as the superior one in my opinion and that of my many friends I've met during countless days up the canyons. Every time I've recreated in the canyon for the past few months, somebody new mentions the LCC EIS with sadness in their tone. It's grim. My skiing, biking, hiking, and climbing friends look forward to many seasons ahead of enjoying our canyon in all of its glory, without displacing favorite boulders or disturbing the majestic views. I'm so grateful that Utahns are working to improve outdoor experiences in Little Cottonwood Canyon, and I appreciate the effort being made to find a decision that will benefit the most users of LCC in the most valuable and unobtrusive ways.

COMMENT #: 12244
DATE: 9/3/21 12:11 AM
SOURCE: Website
NAME: Michelle Ludema

COMMENT:

Dear UDOT EIS team,

I am not in favor of the gondola proposition for Little Cottonwood Canyon and am leaning toward supporting the enhanced bus service but am frustrated that neither will offer trailhead access for non-ski resort users like myself that hike, snowshoe, and camp in the canyons. I escape to this canyon for solitude from the city and man made structures like the gondola system would greatly diminish the experience of solitude in nature for those of us that never utilize the resorts.

However, I do support the other projects including: mobility hubs, tolling AND single occupancy restrictions, snow sheds in key locations (if they could be built to still allow wildlife navigate over them), addressing trailhead parking and eliminating winter roadside parking above Snowbird.

Thank you for your time and efforts to put forth this proposal and review my input.

-Michelle

COMMENT #: 12245
DATE: 9/3/21 12:12 AM
SOURCE: Website
NAME: Jackie Hueftle

COMMENT:

The granite boulders in Little Cottonwood Canyon provide a unique opportunity for quality recreation for climbers and other user groups year-round. They help make SLC an International destination for climbing and a center for the outdoor industry. Access to these boulders **MUST** be preserved and the boulders themselves - a unique natural resource - must be protected.

COMMENT #: 12246
DATE: 9/3/21 12:12 AM
SOURCE: Website
NAME: Kate Hanniball

COMMENT:

As someone who was born and raised in Utah and spent many a fall season in the Boulder fields in little cottonwood canyon, the lack of alternatives that protect these areas in the proposal is deeply disheartening. Please do the right thing and find a different solution.

COMMENT #: 12247
DATE: 9/3/21 12:12 AM
SOURCE: Website
NAME: Annette Hughes

COMMENT:

I do not agree with these permanent changes to the canyons. We need to think of other options with lower impact.

COMMENT #: 12248
DATE: 9/3/21 12:13 AM
SOURCE: Website
NAME: Tony Allred

COMMENT:

I live near the mouth of LCC. Both options only serve to deliver more customers to private ski resort corporations at taxpayer and the canyon's expense. An annual permit system (ala Millcreek Canyon) combined with day use fee, expanded bus service (financed by Snowbird and Alta) and day use per vehicle fee would be a much better solution that actually addressed the stated goal. No Go Gondola, No Canyon Freeway.

COMMENT #: 12249
DATE: 9/3/21 12:19 AM
SOURCE: Website
NAME: Martha Scott

COMMENT:

What are the ski areas going to contribute? How much will the gondola cost to ride? Hopefully no charge with the purchase of a ski pass. Please put in snow sheds in the major slide areas.

COMMENT #: 12250
DATE: 9/3/21 12:29 AM
SOURCE: Website
NAME: Bonnie Stout

COMMENT:

I would propose that UDOT go back to the drawing board on this one. I suggest that we start with a plan that doesn't cost half a billion dollars. There are other options out there to decrease canyon traffic and improve reliability - tolling cars that drive the canyon, limiting the amount of parking at the ski resorts, charging for parking at the ski resorts, rewarding carpooling, installing snow sheds. There are so many other options available that don't cost so much money. Let's start there and see what effect they have in curbing the canyon problems. They might be enough of a correction that we don't need to proceed with the extravagant gondola or even the more reasonable option, the extensive bus service.

COMMENT #: 12251
DATE: 9/3/21 12:35 AM
SOURCE: Website
NAME: Keith McNabb

COMMENT:

It is safer. More sustainable. And much cooler. People will be more willing to ride a gondola than a bus.

COMMENT #: 12252
DATE: 9/3/21 12:35 AM
SOURCE: Website
NAME: Stephen Schulte

COMMENT:

Making it easier for people to get up a canyon isn't worth jeopardizing access to some of the most legendary rock climbing in the state and country.

COMMENT #: 12253
DATE: 9/3/21 12:36 AM
SOURCE: Website
NAME: Jed Whittaker

COMMENT:

Hi - as someone who has been skiing in Little Cottonwood Canyon for over 40 years and climbing in it for over 20 years I am disappointed in both proposals offered by UDOT for relieving traffic problems in the canyon. Both are hideously expensive and should be rejected by the taxpayers on that alone. I'll comment on them separately:

The gondola is a boondoggle. It will be grossly inefficient and do nothing to reduce the load on the canyon. I don't know how UDOT got to a gondola, but it should be embarrassed by the idea. Anyone with a car is not going to choose to take the gondola. Only people staying at luxury hotels that will no doubt pop up around La Caille will use the gondola. It sounds more like a real estate developer's idea than a serious traffic control option. Probably a developer that owns land near La Caille. Hard no on that one for me.

While enhanced bus service would help alleviate traffic, I am doubtful that just putting in more lanes will provide much traffic relief. I've watched the Wasatch Front widen roads for decades, and each time it only takes a few years before they're packed with cars again. Yes to more buses, yes to tolling, no to a widened road.

This is a very difficult problem, and I applaud UDOT for finally taking it on. But instead of going all-in right away, why not start with cost-effective solutions first: install a toll booth at the bottom of the canyon along side more frequent buses that are better supported by other buses around the valley; expanded park-and-ride services would go a long way and be far cheaper than roadwork in a treacherous canyon or a wasteful gondola. Requiring a minimum number of passengers per car would probably be the fastest way to reduce the load on the canyon on peak days. I think UDOT has some good solutions, they're just being obscured by a big, ugly, gondola-shaped shadow.

COMMENT #: 12254
DATE: 9/3/21 12:41 AM
SOURCE: Website
NAME: Stephen Huve

COMMENT:

The Gondola is more environmentally friendly with respect to our air quality, so that is the better option.

COMMENT #: 12255
DATE: 9/3/21 12:49 AM
SOURCE: Website
NAME: Raul Escutia

COMMENT:

Little Cottonwood Canyon is a beautiful space. I've travelled to Utah to climb there and then spent many days visiting other areas and cities. Please protect the natural environment. That area doesn't need a gondola nor significantly destructive new or expanded roadways. Please engage with Access Fund, American Alpine Club and other climbing and outdoor recreation organizations to create a plan that works for more people.

Thanks.

COMMENT #: 12256
DATE: 9/3/21 12:54 AM
SOURCE: Website
NAME: Don Wilkerson

COMMENT:

My preference of the 2 "preferred alternatives" identified by UDOT is "The Enhanced Bus Service in Peak Period Shoulder Lane." I believe this would better serve the interests of the wide variety of Little Cottonwood Canyon users, such as snowshoers, cross country skiers, hikers, climbers, sightseers, downhill skiers, residents and workers at and around Alta and Snowbird and probably more. If the only need of people using the canyon were to reach Alta and Snowbird in a relatively rapid, comfortable and low polluting manner, then I might prefer the Gondola alternative--but that isn't the only need. Also, it seems to me, that with The Enhanced Bus Service alternative there would be some flexibility for making changes/ improvements as climate/weather and users' needs change over the years. I don't see that the Gondola alternative would have this flexibility.

COMMENT #: 12257
DATE: 9/3/21 12:55 AM
SOURCE: Website
NAME: Arianne Pusey

COMMENT:

Permitting for parking within the canyon, expanded public transportation systems, and more support for road mitigation teams is the most flexible long term solution for the problem. Rather than spend the fortune on something entirely new which undoubtedly will have adverse affects on the access of recreational activities and environmental resources of the canyon, let's improve on what we already have. Build more parking lots, implement a permitting system and forcefully limit the number of cars that can go up with a checkpoint station, and increase number of running buses in the canyon.

COMMENT #: 12258
DATE: 9/3/21 1:33 AM
SOURCE: Website
NAME: Tanner Nielsen

COMMENT:

We must save important climbing areas. It is paramount that we maintain important experiences for future youth climbers. Given the exposure that competitive climbing has been given in this year's Olympics it is of the utmost importance to save and preserve sites that will provide new climbers a place to excel and push their limits. The international battle that has been waged between climbing disciplines in the last two decades has caused many different historical and significant land sites to become unusable and ultimately inaccessible due to over-bolting and indiscriminate use. Proper education and a consistent alliance of state resources coupled with local climbing groups will push our sport to new heights and provide generational wealth we could've never dreamt of. You may see a gondola and increased access of a site by those who do not climb. But, for every boulder that disappears, a history may be lost.

COMMENT #: 12259
DATE: 9/3/21 1:38 AM
SOURCE: Website
NAME: Matt Keane

COMMENT:

Will snowbird be bringing all the Pepsi and Sysco products up on the gondola ? I wish I could add pictures but I have nice images showing both the Pepsi and Sysco trucks stuck on/across the highway on days that they did not belong in the canyon. And if this is all about no carbon in the canyon how does snowbird figure bringing their own food and beverage trucks up the canyon with semi trucks that don't belong there on snowy days won't add carbon, but end the end for Snowbird/Dave Fields this gondola would be a massive money maker. people are no longer able to leave food or extra clothing in cars , so more sales of single use plastics and bottled water, and paying to rent lockers, this is all about snowbird making money. And if snowbird wants it so bad Snowbirds owners have billions let them pay for it.

COMMENT #: 12260
DATE: 9/3/21 2:07 AM
SOURCE: Website
NAME: Matt Keane

COMMENT:

Anyone that has ever stayed at Iron Blossam knows the garbage gets picked up early in the morning and they make a lot of noise, but it brings up two points. garbage trucks and deeded real estate Timeshare ownership necessitates the road being maintained in addition to the gondola. snowbird wants to double dip into the UDOT pocket book. NO GONDOLA !!

COMMENT #: 12261
DATE: 9/3/21 2:11 AM
SOURCE: Website
NAME: Ellen Young

COMMENT:

WHO will your proposed gondola ACTUALLY serve? The divide of "east side" vs. "west side" SLC will be greater with a gondola we all pay for and only a few will/can use. Not only an eyesore, a taxpayer-funded mistake, and a huge impact on our watershed, this gondola is a MISTAKE. PLEASE DON'T BUILD on OUR public land!

COMMENT #: 12262
DATE: 9/3/21 2:28 AM
SOURCE: Website
NAME: Matthew Irwin

COMMENT:

Don't build a gondola. Don't widen the roads. Fix public transportation throughout all of Salt Lake County and the surrounding areas, not just little cottonwood. Too many young adults biggest barrier to access is transportation to the base of the canyon. If you want to increase access, that might be a better place to start. And don't forget about the other sports besides skiing/snowboarding. Don't harm the rocks. They have feelings too

COMMENT #: 12263
DATE: 9/3/21 2:39 AM
SOURCE: Website
NAME: Paige Newman

COMMENT:

Please do not destroy beautiful boulders that people from all around the world come to climb. This is incredibly sad and irresponsibly destructive to the climbing community and surrounding nature. Please do not go ahead!

COMMENT #: 12264
DATE: 9/3/21 2:42 AM
SOURCE: Website
NAME: Cheyla Buck

COMMENT:

I live in Holladay, UT and do not support the addition of the gondola. It will permanently change the image of the canyon along with the natural environmental processes. There need to be different options to address traffic issues, rather than destroying more natural habitats by clearing trees, and introducing more electrical equipment and noise pollution from construction and ongoing electrical buzz.

COMMENT #: 12265
DATE: 9/3/21 4:19 AM
SOURCE: Website
NAME: Christopher Lincoln

COMMENT:

As a user of the little cottonwood canyon - ski 50+ days each year and summer activities, our family would like to see the aerial gondola become a reality. Currently, I use the bus system as a pass-holder more days then personal driving.

COMMENT #: 12266
DATE: 9/3/21 4:39 AM
SOURCE: Website
NAME: William King

COMMENT:

The two alternatives presented by UDOT do not solve future problems in Little Cottonwood Canyon. Vehicle traffic in the canyon should be capped at the 2019 level and the number restricted by such tools as a reservation system or collection of tolls. Only minor improvements to the road should be made each year.

COMMENT #: 12267
DATE: 9/3/21 4:46 AM
SOURCE: Website
NAME: Wilma Johnson

COMMENT:

my deep thanks to you

COMMENT #: 12268
DATE: 9/3/21 5:05 AM
SOURCE: Website
NAME: Jon Shakespear

COMMENT:

We should try canyon fee's, parking reservations, and carpool incentives before enhanced bus service or a gondola. Maybe eliminate the ICON pass too.)

COMMENT #: 12269
DATE: 9/3/21 5:15 AM
SOURCE: Website
NAME: Levi Dudley

COMMENT:

I am a rock climber from the southeast United States and have been dreaming of climbing in Salt Lake especially Little Cottonwood Canyon for a few years now. It would be a damn shame if these amazing world class climbs get blow up so someone can live in a house that can easily be built somewhere else. I foresee a demolition being a very big negative impact on the environment out in Salt Lake. PLEASE PROTECT NATURE!!

COMMENT #: 12270
DATE: 9/3/21 5:23 AM
SOURCE: Website
NAME: Aaron Rose

COMMENT:

Looking at the different options, it's clear to me that the gondola will not be as practical for people like me who want to access LCC as a recreationalist. I'd rather pay a toll or ride the bus to get to the trailhead of my choice. The gondola is more or less a marketing boondoggle for the ski resorts that doesn't benefit anyone else but those heading to the ski resorts. We need to change people's behavior by pushing for more practical solutions that are easily maintained and do not disrupt the overall carrying capacity if breakdowns occur. buses = jobs! Enforce traction laws! widen the lanes if necessary to accommodate the bus fleet. But don't ever go down the road of building a gondola just for the sake of the ski resorts. The ski resorts should pay for the costs of the gondola development, not the taxpayers!!!!

COMMENT #: 12271
DATE: 9/3/21 5:25 AM
SOURCE: Website
NAME: Ben Siefert

COMMENT:

Crazy expensive and in needed.

I also don't like that a private company will profit massively from the base terminal. Vote NO

COMMENT #: 12272
DATE: 9/3/21 5:51 AM
SOURCE: Website
NAME: Alvin Garcia

COMMENT:

As a Salt Lake City resident, I don't believe either plans to expand the road or build a gondola are appropriate. Both plans have major flaws that will deface and forever affect the health of our canyon.

COMMENT #: 12273
DATE: 9/3/21 5:53 AM
SOURCE: Website
NAME: Richard Wolferz

COMMENT:

I would like to express my opposition to a gondola or other large infrastructure in LCC. We have unique wonders of the natural world in our backyard and I believe we should protect them like the treasures they are, even if that means limiting use capacity. Infrastructure of that scale will leave irreversible scars in the canyon and obscure the grandness that currently exists. There are solutions that use the current road system (access passes, increased reliance on buses, timed access) and we should challenge ourselves to find them.

COMMENT #: 12274
DATE: 9/3/21 5:57 AM
SOURCE: Website
NAME: Kirk Nichols

COMMENT:

Kirk Nichols continued:

12. Perhaps I missed it among these engineering studies. I did not find the in-depth studies, required by NEPA, of threatened, endangered, and sensitive species of both plants and animals that will be affected by the construction of a gondola, or expanded roads and snow sheds, and the increase in visitor use throughout the Cottonwood Canyons. Lynx, wolverines, flammulated owls, shooting stars (*Dodecatheon pulchellum*), and a variety of vetches, *Machaeranthera*, and drabas are among the many species of critical concern. These species may not be in the roadway, however, the effects of increased construction and increased visitor use must be studied according to the CEQ and NEPA.

13. The effects of increased visitor use on wetlands is required in NEPA, whether the increase is in the roadway or where ever the increase in visitors spreads out to throughout the Cottonwood Canyons.

COMMENT #: 12275
DATE: 9/3/21 6:01 AM
SOURCE: Website
NAME: Derek Weyhrauch

COMMENT:

There are many gray zones in life with difficult decisions. this is not one of them. Improve bus service (with electric buses) on existing roads, toll for cars who insist on driving (just like Millcreek Canyon), provide a needs-based toll exemption for low-income families and non-profits, scrub the ridiculous gondola project.

COMMENT #: 12276
DATE: 9/3/21 6:03 AM
SOURCE: Website
NAME: Robert Hitchcock

COMMENT:

I do not support building a gondola and I feel that a bus alternative is the best current option. The gondola would FOREVER change the dramatic views up and down the canyon while not serving the best interest of our local users. Build first class parking and facilities for the bus users and more people would use the bus. The canyon is often plugged because of a few drivers with bad skills or equipment. Deal with this as well. Don't let the soccer moms make multiple trips to take their kids to Alta Youth Club or Snowbird Race Team. Don't let tourists in rental cars cause delays for all canyon users. Enforce 4x4 WITH snow tires.

COMMENT #: 12277
DATE: 9/3/21 6:06 AM
SOURCE: Website
NAME: Wilma Johnson

COMMENT:

are charges involved in setting up this plan ?

COMMENT #: 12278
DATE: 9/3/21 6:09 AM
SOURCE: Website
NAME: Kevin Rhodes

COMMENT:

I would recommend the gondola option due to the increased reliability and reduced environmental impact. It is also not as susceptible to abuse by people who may decide to take their personal vehicle up the bus lanes rather than be stuck in slower personal vehicle traffic.

COMMENT #: 12279
DATE: 9/3/21 6:11 AM
SOURCE: Website
NAME: Steve Gomez

COMMENT:

The bus expansion options continues to be the best measured, feasible, Cottonwood Heights/other residencee first approach, and most cost effective solution to address a problem that " is not" a year round problem for us. Please focus on bus transit, moving traffic park & ride locations away from the canyons...not closer.

COMMENT #: 12280
DATE: 9/3/21 6:30 AM
SOURCE: Website
NAME: Leah Gussoff

COMMENT:

UDOT's proposals both threaten iconic roadside bouldering resources and will impact the overall climbing experience in Little Cottonwood Canyon.

THIS CONSTITUTES THE GREATEST THREAT TO CLIMBING IN THE WASATCH REGION IN DECADES.

Please keep climbing in LCC protected!

COMMENT #: 12281
DATE: 9/3/21 6:34 AM
SOURCE: Website
NAME: Chelsea Phillippe

COMMENT:

Though I imagine the 1200 pages of the EIS statement fairly considers resource protection, there is no fair social considerations for the proposal. Spending hundreds of millions of dollars to alter traffic patterns so a small percentage of people may ski does not feel like a good use of tax payer dollars. It is a privilege to ski and focusing so much time and attention on such a small user group does not seem right. Taking incremental steps to alter the congestion up LCC throughout the entire year, serving a much larger percentage of people, seems like a better use of our taxes. Adding additional buses to the canyons, for winter and summer use, is a much better and fairer use of our money. The gondola or enhanced bus service to provide access to 2 successful businesses feels like a subsidy to corporations, not a fair service to tax payers.

COMMENT #: 12282
DATE: 9/3/21 6:37 AM
SOURCE: Website
NAME: Dave Johnson

COMMENT:

Little Cottonwood Canyon is little. Of the 17,000 acres only 200 may be flat. Putting 3,000 to 5,000 people on 200 acres is stupid. This tiny canyon is over used and abused at its recreation capacity now. Adding 3,000 people per day by bus or gondola will destroy the canyon. Where will the 1,000 cars of gondola users park? Eat? Toilet? This little canyon can't give any more. Go find another can you to help.

Putting an I-15 gondola/bus system up the canyon will require massive new development overrunning this tiny canyon. Alta ski resort is tiny. Why spend billions to ski on 1,200 acres of ski area? Not reasonable. Bigger is not better. UDOT should spend its dollars outside of Salt Lake County. All rooms have capacity limits. So does this tiny canyon. We can't squeeze another dollar out of it without ruining it.

COMMENT #: 12283
DATE: 9/3/21 6:46 AM
SOURCE: Website
NAME: Cody Wratten

COMMENT:

No gondola, no widening of lanes. Increased bus service.

COMMENT #: 12284
DATE: 9/3/21 6:48 AM
SOURCE: Website
NAME: David Warnock

COMMENT:

As painful as it may be I tend to agree with Mayor Wilson that the evaluation process seems to be flawed - most likely in the rush to justify one "preferred solution". There should be a more logical and comprehensive evaluation of the appropriate solution which is not primarily one element such as gondola, bus, train, but a combination of significant measures including major parking, significant tolling and vehicle restrictions, along with a true high capacity transit system.

COMMENT #: 12285
DATE: 9/3/21 6:50 AM
SOURCE: Website
NAME: Jesus Robledo

COMMENT:

It seems fiscally irresponsible to throw 1 bn dollars into a project that isn't guaranteed to work. Additionally these two proposals will forever alter the LCC landscape. These do more harm than good and even if UT had the money it could be used in a much more effective way. I urge UDOT to seek a better way to fix the traffic problem, one that doesn't destroy what people love so much about the canyon.

COMMENT #: 12286
DATE: 9/3/21 6:52 AM
SOURCE: Website
NAME: John Drew

COMMENT:

I do not believe a gondola, with all of the associated parking garage construction and multiple transfer sites, is a viable alternative. Unfortunately the expanded bus service and road improvements is the best of the alternatives presented. I believe the best long term solution would be the electrified underground train, tied into an expanded UTA system.

COMMENT #: 12287
DATE: 9/3/21 6:56 AM
SOURCE: Website
NAME: Deborah Collinson

COMMENT:

No one will utilize any form of mass transit if there is no place to park their vehicle.
It would seem prudent to invest taxpayer dollars in a well thought out plan for the future of little cottonwood canyon...a rare gem that should be protected not ravaged.

COMMENT #: 12288
DATE: 9/3/21 6:56 AM
SOURCE: Website
NAME: Robert Booth

COMMENT:

Love the idea. Just curious how long the ride would be. Totally supportive. Go build it!

COMMENT #: 12289
DATE: 9/3/21 6:58 AM
SOURCE: Website
NAME: Eric Eiting

COMMENT:

Life long Utah resident. The congestion in the canyons needs to be addressed. I prefer widening the road over a gondola. Upgrading the road would benefit all users of the canyon not just two private ski resorts.

Thank you
Eric Eiting

COMMENT #: 12290
DATE: 9/3/21 7:02 AM
SOURCE: Website
NAME: Cassandra Hansen

COMMENT:

I have lived at [REDACTED] for the past 34 years. I have experienced first hand the congestion on the roads the ski season brings to this area. To fix this congestion, neither of the two proposed options are optimal. The 1,500 parking spots at La Caille for the gondola and the parking lots at 9400 So. and Highland Drive and the gravel pit for the enhanced bus service still do not address the multitudes of private cars heading up Little Cottonwood Canyon. Even with the current bus system, it is not unheard of being stuck in traffic for hours. The logical resolution to this issue is to eliminate private cars during peak hours during the winter. Providing dispersed parking throughout the valley and shuttle bus service to the canyon would eliminate the mouth of the canyon congestion. Additionally, it would eliminate the need to widen the road for the construction of an additional bus lane. Another concern with the gondola and enhanced bus service proposals is the impact they both would have on the watershed during construction and maintenance. Again, restricting the road to emission-free busses during peak winter season and hours addresses this concern.

This is the people's canyon---not just the skier's canyon. The price tag on both of the proposed options is huge. The environmental impact on both of the proposed options is significant and permanent. By prohibiting private cars and offering a shuttle bus system during peak hours, a third option is available that has worked successfully in other highly congested areas.

When all is said and done, it is not industrial tourism or industrial development, but our natural environment that will sustain future generations.

COMMENT #: 12291
DATE: 9/3/21 7:04 AM
SOURCE: Website
NAME: Gregory Miller

COMMENT:

Hello UDOT,

First off thanks for all the timeless effort put into LCC, it is never easy and someone out there thinks they always know better.

As a LCC employee I spend everyday from mid November to May driving up and down the canyon plus multiple days a week in the summer traveling the canyon. While I'm no expert on it, I do believe that there are multiple ways to help decrease traffic but more importantly increase safety.

With that in mind, I am a proponent of the Gondola. While I don't believe this is the end all of LCC traffic easing it will be the safest option in events of emergency. The canyon only has one entrance and giving another way to safely move individuals in time of High to Extreme hazard is extremely important. While a train that has increased ability over 1000pph maximum would be a better option or the ability to completely eliminate car traffic from the canyon should be the ultimate goal. If the past 2 multi day Interlodges have shown anything it's that the ability to move injured or ill patients is critical.

Buses or anything with 4wheels is not the answer for snow. While increased busing is amazing for busy city congestion, once it's snowing more than an inch an hour they're almost totally useless. A dedicated bus lane means more plowing, or keeping up with 2 lanes. IF this plan is blocked off similar to the turn below ENTRY 1, and a bus is stuck... so is everyone else. In the summer a bus lane is nice for bikers, until some person thinks there small car is a bus. Also, Americans hate public transportation. People will always come up with excuses that it's not easy, or poor times, too much stuff, they're from out of state. While these can be overcome I think ridership will be greatly affected and I don't want to see an increase in spending for buses to roll around empty.

Lastly, this needs to be one step in the transport issue of SLC. You should be able to roll off your plan and take a train to the base of LCC or BCC and hop off a gondola or train and arrive at your resort of choice. You need to be able to train from PC To LCC. All of the above transport issues work in Europe but there are tons and it's ingrained in the culture. We need to make it so that it's easy, convenient, and simple. Transport hubs need to be larger, with all the amenities needed (coffee, bathrooms, food, tickets).

In conclusion, I am for the Gondola, I however, think a lot more needs to be added to create the best and safest way to move about LCC. The Gondola creates a second egress of the Canyon, while buses only allow for slightly decreased road traffic.

Thanks for your time,

Greg Miller

COMMENT #: 12292
DATE: 9/3/21 7:05 AM
SOURCE: Website
NAME: Miranda Maisto

COMMENT:

Hi, I live [REDACTED]. Last summer I was hit by a car walking my dog. The gondola will not reduce traffic being it only services one of the canyons and people still have to get to the transit centers. This is not something that will benefit the community as a whole and will most likely make more congestion. I no longer can walk my dogs without fear on wastach so I oppose adding anything to the canyons that bring more people and construction to the area especially when it only proposes to address a small fraction of the problem during only a few months (ski season) of the year.

COMMENT #: 12293
DATE: 9/3/21 7:06 AM
SOURCE: Website
NAME: Savannah Webb

COMMENT:

UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon.

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape.

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems.

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 Butress, Grit Mill, and at the lower Little Cottonwood Park and Ride.

COMMENT #: 12294
DATE: 9/3/21 7:07 AM
SOURCE: Website
NAME: Samantha Gonzalez

COMMENT:

Dont ruin such a beautiful place! Climber come from all over to climb here. And you'll be ripping out toms of amazing boulders that people love. It's not worth the couple of times you use the gondala a year vs how often people climb up there year round.

COMMENT #: 12295
DATE: 9/3/21 7:08 AM
SOURCE: Website
NAME: Levi Brown

COMMENT:

Little Cottonwood Canyon gondolas would have a negative impact overall on the canyon for a vast majority of locals and visiting individuals. There are only a handful of days per year that they would make things more efficient, however, it would have a permanent negative impact on the rest of the canyon. There are numerous hikers, climbers, and mountain bikers that would be unable to enjoy the beauty of the canyon on a large number of days per year.

COMMENT #: 12296
DATE: 9/3/21 7:12 AM
SOURCE: Website
NAME: Allison Beck

COMMENT:

Hi. I am a LCC resident and avid user of the canyon year round. I am in favor of the gondola, primarily because I do NOT think widening the road is a wise activity in this small, narrow canyon nor will adding enhanced bus service solve the current problems plaguing the canyon. That being said, I also feel that additional work, evaluation, and research needs to be done on the gondola option too. How will folks at base of canyon be routed to park? How will that solve the current awful traffic issue down canyon? How can folks who need to move between base areas at each Snowbird and Alta move easily and safely, without clogging the road? Will lockers at base areas be provided for gear storage? As a resident of [REDACTED], I'm OK with the towers going in (they've done it in Europe, there is a safe and smart (and sightly) way of doing this). Don't loose site of the issues at hand: Too many cars and users in the canyon, and on those 14 select days a year when we are in a mad storm cycle, horrific traffic and/or closures of the road. Good luck!!

COMMENT #: 12297
DATE: 9/3/21 7:12 AM
SOURCE: Website
NAME: Linda Brill

COMMENT:

I strongly support the gondola option!

COMMENT #: 12298
DATE: 9/3/21 7:16 AM
SOURCE: Website
NAME: Nathan Underwood

COMMENT:

I see the Enhanced Bus Service in Peak-Period Shoulder Lane as the best alternative. This is the least intrusive option to the canyon. Please do not pollute our beautiful canyon with massive steel towers. Keep the Little Cottonwood Canyon little!

COMMENT #: 12299
DATE: 9/3/21 7:20 AM
SOURCE: Website
NAME: Dan Smith

COMMENT:

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.

COMMENT #: 12300
DATE: 9/3/21 7:21 AM
SOURCE: Website
NAME: Richard Knox

COMMENT:

I like so many others love Alta and Little Cottonwood Canyon. Could you make the road a toll road and charge folks?

COMMENT #: 12301
DATE: 9/3/21 7:23 AM
SOURCE: Website
NAME: Mark Coulam

COMMENT:

I prefer keeping our canyons pristine and wild as possible. Having said that, Gondola systems regularly get shut down due to windy conditions. How would this compare to the number of days or hours lost to avalanche control on the roadway? It seems to me that the gondola would actually be more impacted by weather than the cars/buses that drive on the roadway. What numbers or statistics do you have to support or refute this?

COMMENT #: 12302
DATE: 9/3/21 7:32 AM
SOURCE: Website
NAME: Ike Payne

COMMENT:

Please dont add a gondola or widen the road. You dont understand how much climbing history is steeped in this canyon. So many people come to LCC to recreate and climb the boulders that are littered all the way up the canyon. So many would be lost with the proposed additions, it would be a huge gouge to the wasatch climbing community. I encourage you to reach out to the Salt Lake Climbing Association, I'm sure they would love to have a conversation about LCC's further development. It would be a such a shame to see my favorite boulders forever gone so that wealthy white guys can get a few more runs in at the resort.

COMMENT #: 12303
DATE: 9/3/21 7:32 AM
SOURCE: Website
NAME: Michael Weller

COMMENT:

I'm vehemently against Udot's "solutions" for LCC. We have already been saddled with the Trax system which doesn't even pay for its operating expenses much less its capital expenses. The gondola/bus proposals won't either. The main beneficiary of this proposal would be the two politicians on their adjoining housing development. How is that not conflict of interest? And how does Udot have the final say on a project Utah tax payers don't want? No, No NO!

COMMENT #: 12304
DATE: 9/3/21 7:35 AM
SOURCE: Website
NAME: Tess Dahlgren

COMMENT:

I'm not against this. I do know I've never seen a gondola that can run in all weather conditions. The environmental impact comes from increasing people up that canyon. I understand this impact statement has nothing to do with the physical gondola. But this is the core of any LCC development. The fact of the matter is if we give a [REDACTED] about the land and not our own personal gratification, there's no way around the relationship of people up that canyon and environmental impact. I like the idea that a gondola makes it easier to control the amount of people up there but it also leaves the door wide open. Somehow I don't see the first statement being important. As this moves forward I hope we can make the land our priority over profit. It's time we started treating the land as if our lives depend on it.

COMMENT #: 12305
DATE: 9/3/21 7:36 AM
SOURCE: Website
NAME: Chris Brown

COMMENT:

This seems like a great alternative to alleviate traffic and reduce pollution!

COMMENT #: 12306
DATE: 9/3/21 7:37 AM
SOURCE: Website
NAME: David Gulini

COMMENT:

I support the gondola.

COMMENT #: 12307
DATE: 9/3/21 7:38 AM
SOURCE: Website
NAME: Lisa Caddy

COMMENT:

Seems like a lot of sacrifice for everyone that it will not benefit.

COMMENT #: 12308
DATE: 9/3/21 7:39 AM
SOURCE: Website
NAME: Garrett Harmsen

COMMENT:

Little cottonwood canyon is an amazing place, one that I have cherished and spent much time recreating in during the last 6 years that I have lived in Utah, during all 4 seasons of the year. As a working professional with a typical weekend schedule, I often drive up the canyons during the busiest weekend hours, and have spent much time stuck in the traffic during winter storms. Despite these inconveniences, I see the bigger picture - most of my time spent in the Cottonwoods is traffic free and not too crowded. However, during those days when the traffic is really bad and I'm skiing at Alta or Snowbird the canyon feels crowded, even after I've arrived at my destination. I see the traffic and crowding problem as one isolated to Alta and Snowbird, only on the handful of busy weekend days in the winter.

I know that the goals of the project are to address traffic in 2050, assuming that with population and outdoor recreation use increases, the traffic will also increase. Without any alternative measures, this is probably true. I believe that we should be asking ourselves if this is the correct goal. Do we really want to create a transport solution that allows us to shove more people up a small canyon on those most popular and busy days? How many people can the canyons really support at a time? Both environmentally and without destroying the magic that causes people to gravitate to the cottonwoods in the first place?

I am not trying to make a NIMBY argument, or advocate that we shouldn't plan for growth and accessibility. I would love to see more people out enjoying the canyons. However, I think the correct goal of any transport project should be to incentivize a more spread out usage of the canyons, both away from the major centers (Alta/Snowbird) and from peak times. There are so many places and times both in little cottonwood and around the greater Wasatch Range that could handle many more users. In my opinion, the current alternatives only serve to shuttle more people to the very places that are already popular at the peak times, only exacerbating the overuse issues. We should consider solutions that incentivize people to go to different access points and at different times. Things like variable rate tolling, alternate trailhead development, and bussing/access to locations other than Alta/Snowbird. At the very least, before spending half a billion dollars of taxpayer money that really only benefits those affluent enough to be skiing at Alta/Snowbird, destroying some of the canyon's character and world class bouldering, we should attempt lower impact solutions. Why not try a Zion like canyon shuttle system for the busy days first? AND/OR a variable rate tolling system to incentivize use at less crowded times? Maybe even the Avalanche path sheds to help during storms? All of these would have much lower capital costs, and could be trialed for a few years. If they don't work, we could always build one of the more expensive solutions later, and the work put into these would be able to be built upon. I believe that the proposed alternatives are a shortsighted "fix" to a problem that has better, more sustainable long term solutions. Before fundamentally altering the nature of the canyons, delivering even more people to the busiest and most fragile locations at the busiest times, and spending a ridiculous amount of money, lets try the simple and cheaper solutions.

Thanks,
Garrett Harmsen

COMMENT #: 12309
DATE: 9/3/21 7:42 AM
SOURCE: Website
NAME: Jason Erickson

COMMENT:

It is very dissapointing that UDOT has determined only two viable options that both create permanent damage to the LCC wilderness area.

The issue with both proposals is that they do not change the mindset of the users who currently drive up the canyon.

The gondola only solves a sliver of the problem and is a gross misappropriation of the tax payers dollars. The system only works in the winter and you are still required to take a bus to the gondola. It is a flawed system from the start.

The enhanced bus system is not needed with the road expansion. We DO need the enhanced bus system as it is scalable for both canyon and can help solve problems to PC as well as BCC when needed.

The tolls are a great idea and we want to see more ideas that are encouraging persons to take public transit and do not permantnly change the landscape. As a climber, mount biker, and skier I spend most of the year in LCC and spend 10k+ on various sports supporting the local economy. This would fundamentally change the views in the canyon as well as the pristine wilderness feeling we all love I hope you make the decision the vast majority of people want and do not cave to corporate interests as it does not represent the people nor is in their best interest. This is a cheap shot against everyone who loves LCC

COMMENT #: 12310
DATE: 9/3/21 7:42 AM
SOURCE: Website
NAME: Christina Vawdrey

COMMENT:

I'm against the Gondola as it will impact the whole reason a lot of us go up there. To find Serenity and peace in nature. Reservations at the resorts is an option as well as a toll and more bus services.

COMMENT #: 12311
DATE: 9/3/21 7:44 AM
SOURCE: Website
NAME: Jason Erickson

COMMENT:

I It is very dissapointing that UDOT has determined only two viable options that both create permanent damage to the LCC wilderness area.

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COMMENT #: 12312
DATE: 9/3/21 7:45 AM
SOURCE: Website
NAME: Dave Jordan

COMMENT:

I am in support of the propped gondola. One trip to Europe and it is easy to see that investing in projects like this works. We can cut the number of cars headed up canyon and continue to attract users with this familiar form of snow transportation

COMMENT #: 12313
DATE: 9/3/21 7:45 AM
SOURCE: Website
NAME: Lucy Smith

COMMENT:

Hi,
Thanks for proposing solutions to the traffic issues in LCC. I support the enhanced bus with roadway widening option. Thanks for taking my opinion into consideration.
Regards,
Lucy Smith

COMMENT #: 12314
DATE: 9/3/21 7:45 AM
SOURCE: Website
NAME: Carly Ziegler

COMMENT:

The proposed gondola would significantly impact the wilderness areas in the mouth of the canyon, as a rock climber I would be deeply saddened to see that ground destroyed. Please consider the alternate bus system that would be effective for traffic control but would not have such grave impacts on our canyon.

COMMENT #: 12315
DATE: 9/3/21 7:45 AM
SOURCE: Website
NAME: Robert Deburlo

COMMENT:

The bouldering opportunities in the Little Cottonwood Canyon are a valuable resource worth protecting. I think the bussing system in crated butte could be a good example for a park and ride system- the road closed to privet drivers and busses only allowed.

COMMENT #: 12316
DATE: 9/3/21 7:46 AM
SOURCE: Website
NAME: Shon Taylor

COMMENT:

I think we're solving for the wrong problem. I understand that our canyons are getting used by more people year after year. But I don't that we should be looking for ways to add even more folks. I lean toward trying to conserve LCC, it's nature and our watershed. I oppose the proposed gondola plan or any plan to expand roads up LCC.
We shouldn't cater decisions in LCC for two ski areas.

COMMENT #: 12317
DATE: 9/3/21 7:46 AM
SOURCE: Website
NAME: Louree Houston

COMMENT:

I agree something needs to be done to alleviate traffic congestion and parking in the cottonwoods, both canyons and all year long. This feels like a drastic response to spend a lot of tax payer dollars to the ski resorts and vacationers/those with privilege, not the everyday person whose hard earned money is funding this project. The stats for those who grow up in Utah and know how or are skier is very low. So this is not really a solution for the people paying for this projects. Also it seems we could doing something now, with what we have and try smaller less impactful solutions first. Such as fund more buses and more parking with the current infrastructure.

COMMENT #: 12318
DATE: 9/3/21 7:46 AM
SOURCE: Website
NAME: Nikki Cavin-Grace

COMMENT:

Widening Wasatch. "The EIS quotes county-wide population growth projections as justification for expanding Wasatch as a commuter road. This is speculative at best, as these projections completely lack the granularity to justify the proposal, with the East Bench of SL County largely built-out, with limited opportunity for either greenfield development or densification. The population growth is occurring to the west and would not be comparable or to scale to say Herriman growth." Additionally the carrying capacity on the Wasatch Range for a ski mecca has already been exceeded. The widening of Wasatch in Cottonwood Heights will cause blight, destroy the wild foothills and cause destruction of more animals. No one knows what the transportation needs will be in 2050. Modest and moderate improvements should be the only things considered. Make the corridor integrate with the roadway south of 9800 South, improve aesthetics and lower speed limit, add more traffic slowing. That way, commuters will not be tempted to drive east and make the corridor a speedway.

COMMENT #: 12319
DATE: 9/3/21 7:48 AM
SOURCE: Website
NAME: Chris Lacombe

COMMENT:

I hike in Little Cottonwood Canyon frequently. I live in Sandy. Traffic congestion seems to be a problem in the winter on weekends when skiers are going to or leaving the ski areas. I don't support the gondola alternative. Enhanced bus service makes more sense from an environmental, view shed and cost standpoint.) Other than winter weekends, will there be enough demand for using the gondola? I think most locals will drive their car into the canyon to trailheads. In my opinion, an enhanced bus service and limiting the number of cars in the canyon on winter weekends is the solution. Finally, as for avalanche danger and its disruption of traffic, while that is a natural risk that may possibly be avoided by the gondola, what happens if there is a large fire in Little Cottonwood Canyon? There will be great damage to the gondola. Unfortunately, a large fire is inevitable and part of the natural process. I am a strong "no" to the gondola option.

COMMENT #: 12320
DATE: 9/3/21 7:48 AM
SOURCE: Website
NAME: Andrey Rogachev

COMMENT:

I am strongly against of the Gandola or the additional bus lane. UDOT solution will create more environmental issues like air pollution, water contamination, a big scar in our beautiful LCC. I not see the need for gandola. We have just a few powder days in the season when traffic to the resorts is blocked. Very often during these days the slops are closed anywhere waiting for safety clearance. In my observation, the current bus system is efficient and does not work to the full of its capacity.

COMMENT #: 12321
DATE: 9/3/21 7:49 AM
SOURCE: Website
NAME: Margarita Rogatcheva

COMMENT:

I am strongly against of the Gandola or the additional bus lane.

COMMENT #: 12322
DATE: 9/3/21 7:49 AM
SOURCE: Website
NAME: Alexander Sutton

COMMENT:

Because of the impact both options would have on climbing routes that have been enjoyed for ages, I am against both options. Traffic may be a bit of a battle in the winter, but destroying one sport to help out a little with another just shows favoritism. Climbers probably don't raise as much money as skiers but if anything that means we need even more representation to defend our sport and the limited space we have close to salt lake to do it.

COMMENT #: 12323
DATE: 9/3/21 7:50 AM
SOURCE: Website
NAME: Lane Clegg

COMMENT:

As a long term employee up Little Cottonwood canyon I have seen the traffic get steadily worse over the years. I would like to see the gondola option as it seems to be the most far seeing approach that will work into the future.

COMMENT #: 12324
DATE: 9/3/21 7:51 AM
SOURCE: Website
NAME: Dave Fleming

COMMENT:

Gondola is the solution we need, not more bus lanes!

COMMENT #: 12325
DATE: 9/3/21 7:53 AM
SOURCE: Website
NAME: Samuel Askins

COMMENT:

I am a resident and employee in the town of Alta. I hope the following response to the changes in Little Cottonwood Canyon give a helpful perspective.

I feel lucky to have not (exactly) been a part of the long line of red taillights leaving the canyon after a snowy day of skiing or pulling into the Wildcat parking lot at 6:30 am to ensure I have a parking spot for the ski day to come.

Although I haven't been in the "Red Snake" for years, I have seen and talked to many frustrated, tired, and hungry day-skiers just looking for some solace in their regrettable decision to drive up Little Cottonwood that day. I work for a private lodge in Alta and we barely have the capacity to take care of our in-house guests, let alone any number of day-skiers looking for a place to wait out the line. Forget about skiable acreage in LCC. We don't have the facility capacity up in Alta for the current number of skiers. There isn't much in the way of space to gear up, bathrooms, or places to eat after ski hours. Until the infrastructure of what's up in our favorite dead end canyon changes, we can't continue to take more and more visitors with a new public transit system. But maybe the actual canyon capacity isn't what we're here to talk about.

We realize that personal vehicle traffic is an issue in LCC. The talk of the town has been a gondola to solve this issue. The other idea is to widen the road to allow more frequent bus travel in their very own lane. The latter is less fun to gossip about, but at least sounds like a more incremental step in the right direction. The gondola sounds like the biggest Hail Mary you could throw into this little 8-mile canyon. Both ideas are worthless if we don't also do something to limit personal vehicle traffic in LCC. Who would want to load onto a busy bus or gondola when people could just drive up in their sprinter van with all their creature comforts? Let's just quietly ignore the environmental and aesthetic concerns for a moment and just ask if these ideas would even achieve what they were built to achieve. Would either of these plans, as they stand now, really keep people from driving their own vehicles up and down the canyon?

Whatever you choose to build in the years to come, please consider finding a way to limit the number of vehicles in LCC this coming winter season. Find a real way to incentivize carpooling and the public transit that already exists. It doesn't really matter what the future alternative form of transportation is if it isn't more convenient than a personal vehicle. It will just be another structure to drive past like the current park and ride. What will we do in the meantime while we wait for the gondola or road-widening construction to start? The traffic won't wait for it to be finished.

COMMENT #: 12326
DATE: 9/3/21 7:58 AM
SOURCE: Website
NAME: Christian Mills

COMMENT:

The state of Utah has abysmal public transportation at higher rates than nearly any major city in the country. Marring a beautiful mountain range with a gondola is not the solution. Solve the problem by bringing our transit network up to scratch, lowering prices to improve accessibility for all Utahns, and stop giving the private CEO huge bonuses and salaries using public funds. Other states have had effective public transport for decades, bring someone in who can actually do the job.

COMMENT #: 12327
DATE: 9/3/21 7:59 AM
SOURCE: Website
NAME: Hannah Menzel

COMMENT:

The two proposed options by the UDOT will forever alter the landscape of one of the best climbing areas in the world. 100s of boulders will be affected by either one, and it will no longer be a tranquil area to recreate. It will disproportionately affect lower income individuals who wish to also use the canyon for activities such as snow shoeing and hiking and will only benefit skiers. I believe there are less destructive options available and more time is needed to consider all available options.

COMMENT #: 12328
DATE: 9/3/21 8:00 AM
SOURCE: Website
NAME: Garrett Bullett

COMMENT:

We ain't want that [REDACTED] or need that [REDACTED]. Keep it natural.

COMMENT #: 12329
DATE: 9/3/21 8:03 AM
SOURCE: Website
NAME: Trent Duncan

COMMENT:

I previously submitted comments but wanted to re-state the following:

1. The gondola does not provide access to public lands in the canyon. These areas are accessed at trailheads located at locations other than "snowbird" and "alta". It is not a good use of taxpayer money to only support two big corporations at the top of the canyon and not provide the public access to public lands.
2. The visual impacts of the gondola are significant and not acceptable. The EIS does not clearly address and highlight the negative impacts of towers and cables to the users of the canyon. Right now there is the single linear feature, with a Gondola there will be tall towers, cables, and cars moving up and down the canyon detracting from the views of people hiking, or driving the roadway. The gondola system will result in diverging lines and elements not natural to the canyon environment. In addition, there will be access roads and pads required for the towers. The views from the existing infrastructure at Snowbird and alta will be degraded. Views from the white pine/red pine trail system will be degraded. This is not an acceptable solution to solve the transportation problem in the canyon.
3. The process is flawed from the beginning. The teams was given the task to look at 2050 when we really need solutions that can be implemented in 2021 and 2022. Objectives that meet the needs of the public today, this winter, 5 years, and 10 years from now really show the benefits of improved bus transit.

COMMENT #: 12330
DATE: 9/3/21 8:04 AM
SOURCE: Website
NAME: Daniel Purtschert

COMMENT:

As a Swiss native, I am a huge proponent of Gondola's and have obviously seen its use with great results BUT, it is the WORST IDEA for mass transportation to a resort. Gondolas are subject to weather conditions and maintenance is a bugger. It is not the way to go. An improved bus system (run every 12 min during peak) with a parking garage (not a parking lot) at the base will be much better long term.

COMMENT #: 12331
DATE: 9/3/21 8:08 AM
SOURCE: Website
NAME: Bill Schulze

COMMENT:

I am strongly opposed to the gondola, as I view it expensive, unsightly, and inconvenient. Personally, I cannot see that I would ever voluntarily choose to use it, due to the time and expense involved. The fact we are subsidizing access to these resorts without their financial commitment to the solution is also frustrating and inappropriate.

COMMENT #: 12332
DATE: 9/3/21 8:08 AM
SOURCE: Website
NAME: Chand Sishta

COMMENT:

I prefer the Gondola B option from LaCaille; it's additive to existing road access. Yes, more buses can be added but I'm not for widening the roadway as it will impact the environment. Yes it may cost about \$100M more, but it's worth having another option to get up the hill.

COMMENT #: 12333
DATE: 9/3/21 8:12 AM
SOURCE: Website
NAME: Shaun Jacobsen

COMMENT:

The two proposed solutions to traffic congestion in LCC seem overly expensive and disruptive to our vital watershed and natural resources. Expanded bus service in conjunction with personal vehicle tolling is the common sense approach. If any expansion is needed, it should be a short detour for automobiles at the bottom to pay the toll and check for proper tires while the buses go straight up the canyon. This approach actually addresses the traffic without having to ruin the current canyon experience.

An extra lane all the way up for buses only would promote over crowding in a canyon already at capacity where user numbers should be capped.

The gondola approach benefits only the two resorts at exorbitant tax payer expense while in itself doing nothing to address surface traffic. This is a ski resort gimmick that the ski resorts should pay for. This also suggests that people that are not willing to get on a bus would voluntarily get on a gondola and pay much more money and spend much more time to get to the ski resorts. Not likely. Buses only or paired with high vehicle tolls will make the difference and save our canyon!!

COMMENT #: 12334
DATE: 9/3/21 8:15 AM
SOURCE: Website
NAME: Andrew Verge

COMMENT:

To start with the least economic and environmental impact seems prudent. Increase buses and parking. No road expansion and certainly no gondola. The gondola option still require buses and does nothing to address Big Cottonwood or total cars accessing Wasatch Blvd.
Buses only

COMMENT #: 12335
DATE: 9/3/21 8:17 AM
SOURCE: Website
NAME: Will Frazier

COMMENT:

i support the short term solution for the buses to operate. We need a solution that works for residents & visitors both. As well as something that looks good and doesn't industrialize the canyon. What about extending the commuter train thru the canyon?

COMMENT #: 12336
DATE: 9/3/21 8:18 AM
SOURCE: Website
NAME: Anna Donis

COMMENT:

In my mind the extended bus service is the only responsible alternative. The gondola would cost an outrageous amount and ruin the sanctity of the area. We should be limiting and controlling the amount of people in the canyon at this point, not destroying the area by inviting more. My family has lived here since the 50s and we strongly oppose the widening of Wasatch and the gondola.

COMMENT #: 12337
DATE: 9/3/21 8:20 AM
SOURCE: Website
NAME: Caroline Page

COMMENT:

Please please DO NOT build a gondola. It is ugly and will forever ruin the canyon. Also I am against using tax dollars to subsidize private businesses. A road option is absolutely the lesser of two evils

COMMENT #: 12338
DATE: 9/3/21 8:20 AM
SOURCE: Website
NAME: Steven Jorgensen

COMMENT:

I prefer the gondola over expanding the road up Little Cottonwood Canyon. I am Oporto the road.
Thank you.

COMMENT #: 12339
DATE: 9/3/21 8:20 AM
SOURCE: Website
NAME: John Davis

COMMENT:

I favor the gondola I live in Salt Lake City. It Keeps the road more narrow and quaint it adds to the beauty of the canyon it has no more environmental impact than the other Solutions proposed probably even less

COMMENT #: 12340
DATE: 9/3/21 8:21 AM
SOURCE: Website
NAME: Todd Thurgood

COMMENT:

Wondering where all the people are going to park at the bottom , to ride the gondola ? Seems like you'll need lots of parking. That definitely will be an eyesore , and snowbird and Alta should pay for that , not tax dollars.

COMMENT #: 12341
DATE: 9/3/21 8:23 AM
SOURCE: Website
NAME: Jeff Kenney

COMMENT:

I say NO to the current two proposals of a gondola or enhanced bus service that would require road widening. These proposals are too narrow in scope, not taking in to account the impact on the other canyons, the fact that it will destroy world class bouldering areas, and only benefits two ski resorts for the few weeks (if we add up total days of heavy traffic) or month plus that there is a significant issue and you are going to force the tax payers to foot the \$500+ million dollar bill?!?

Then there is the issue of use. Both the gondola and extended bus service require 1 or 2 transfers. The amount of people required to make it worth it don't want to deal with all those transfers and lugging their gear. If you are a family, you want access to your car to be able to change kids, get them food etc. We are Americans. We want to do what is easiest and don't like to give up our vehicles (myself included). Both these options still allow vehicles and people will drive up and let the "other people" take one of the alternatives. We will end up in the same situation, but have wasted \$500+ million dollars, ruined the beauty of LCC and destroyed an irreplaceable climbing area.

I think we need to look at a multi-canyon proposal and figure out how to prioritize people from their houses or other locations farther away to where they want to go. That can be small shuttles from hubs, hotels, certain neighborhoods etc. Subsidize an Uber like service up. We can try some options that may have a direct impact now, instead of 2050, cost less money and allow us to assess what people respond to instead of going in on one giant unknown of a project.

I know UDOT has put a tremendous amount of work in to both these proposals thus far and thank you! However I don't think they are proven to resolve the issue, are far too narrow in scope, will cost millions of tax payers dollars, but only benefit two ski resorts, when there are so many other user types in the Wasatch throughout the year. It is time to cut losses before this becomes a larger scale version of that little rusted gondola just north of Moab.

-Jeff Kenney

COMMENT #: 12342
DATE: 9/3/21 8:25 AM
SOURCE: Website
NAME: Court Pitts

COMMENT:

I'm opposed to whatever option will most impact wildlife and climbing boulders. Lcc is a classic bouldering location with people coming from far and wide to climb and Boulder there. If the gondola is truly the less impactful for wildlife and these recreational activities that bring people to the canyon, then I'm for that. If either of the options are going to remove even one climbing Boulder, then I'm opposed to both and propose an alternate option of doing nothing in LCC and saving the taxpayer money for something else.

COMMENT #: 12343
DATE: 9/3/21 8:25 AM
SOURCE: Website
NAME: Carly Schaub

COMMENT:

I am opposed to a gondola service. By UDOT's own evaluation it won't even be able to move enough people to make it worth the money or destroying the canyon. And gondolas are slow and inefficient. A more conservative approach to reducing drivers to the ski resorts is needed where we tax payers aren't just paying for this to benefit the ski resorts. I'm wondering what are the ski resorts giving up for this which directly benefits them? They need to foot this bill too. I know that the resorts are in favor of a gondola, but I am much more in favor of our County and Mayor Wilson's more conservative approach. Perhaps enhanced but services with no car access to the ski resorts is needed to curb traffic.

COMMENT #: 12344
DATE: 9/3/21 8:26 AM
SOURCE: Website
NAME: LaNiece Davenport

COMMENT:

After careful review and consideration, I strongly urge the selection of the Gondola B from La Caille from the list of preferred options. This alternative is the ONLY alternative that can get everyone (workers and public) to the resorts/trails no matter what. Anything that relies on the road is not good enough. The gondola would still get people up the mountains regardless of traffic accidents, avalanche control, etc. And, it would be such an amazing sight and very 'European' if our valley had a gondola to the resorts!

COMMENT #: 12345
DATE: 9/3/21 8:28 AM
SOURCE: Website
NAME: Bryce Manubay

COMMENT:

LCC is a resource for all outdoorsists and shouldn't just be an express lane for two private businesses who don't need more revenue. The hikers , runners, bikers and climbers from around the world who go there to recreate are losing a lot by the proposed destructive plans to the canyon. Please find different alternatives.

COMMENT #: 12346
DATE: 9/3/21 8:28 AM
SOURCE: Website
NAME: Jenna Monson

COMMENT:

I do not support the gondola alternative.

I believe adding a toll booth at the mouth of the canyon, and limiting the capacity (cars and people) in the canyon would be the most efficient, and financially and environmentally friendly option. It would limit car traffic, bus options could still be increased, without having to expand the road. I think the question should not be about how to get more people in the canyon. The canyon is already past capacity.

COMMENT #: 12347
DATE: 9/3/21 8:28 AM
SOURCE: Website
NAME: Cindy Dolan

COMMENT:

Gondola is a horrible idea. I vote a big huge no!

COMMENT #: 12348
DATE: 9/3/21 8:29 AM
SOURCE: Website
NAME: Kari Lewis

COMMENT:

I do not support this proposal. Please know this would ruin a lot of beloved climbing areas and permanently change this world class climbing destination.

COMMENT #: 12349
DATE: 9/3/21 8:31 AM
SOURCE: Website
NAME: Dana Leal

COMMENT:

I moved to Utah 1.5 years ago and little cottonwood canyon has become my favorite place, because of its obvious beauty and bouldering. If you take away over 100 boulders JUST TO PROFIT ski resorts, well, what an absolute waste and shame that will be. DO NOT DO THIS TO OUR LAND FOR MONEY. Enough profit is already being made and adding in an extra lane or a gondola won't cut out the traffic, but add more, and take away the things that we love.

COMMENT #: 12350
DATE: 9/3/21 8:32 AM
SOURCE: Website
NAME: Brandon Baltzell

COMMENT:

Please do not build a gondola in Little Cottonwood Canyon. The only responsible solution at this time is enhanced bussing with more busses on the road and toll pressure on cars.

COMMENT #: 12351
DATE: 9/3/21 8:33 AM
SOURCE: Website
NAME: A. L. Thorpe

COMMENT:

Utah Department of Transportation

Re: Little Cottonwood Canyon EIS

A few weeks ago I attended the open house and UDOT presentation where basically two options were discussed for handling the traffic problems in Little Cottonwood Canyon. From UDOT's presentation it was rather obvious the Gondola option is favored.

When the first person who spoke during the public comments was a local developer who indicated at the beginning of his comments he had written the information on the Gondola option it was apparent UDOT had been listening to those who stand to benefit financially from the gondola development and development opportunities it would provide.

As UDOT considers input from all affected and interested parties it should give substantial weight to residents of the Little Cottonwood and Big Cottonwood area.

A few important considerations:

- The Gondola is not a solution to the problem, but a very expensive ski lift and novelty which will benefit the ski resorts and developers who will profit from development at and near the base station.
- Because of the inefficiency of the Gondola system most of the skiers will continue to travel to the resorts in private vehicles or by buses, thus the existing problems will be largely unsolved.
- We cannot afford to spend hundreds of millions to build, operate and maintain a system which does not solve the problems.
- It is suggested that other less expensive and more effective solutions should be pursued including:
 - o Enhanced and upgraded bus service
 - o Bus terminals strategically located away from the mouth of the canyon which provide ample parking and expedited service
 - o Express bus service to and from the ski areas
 - o Avalanche sheds along the road in the most affected areas
 - o Toll charges for private vehicles
 - o Continued use of parking reservations at the resorts which seemed to have worked well last winter

UDOT is respectfully requested to select the option which is best for the taxpayers and the majority of the users/skiers. There are options which are much less costly and more effective. Ski resorts and developer interests should not be allowed to push the decision to a very costly and marginally beneficial Gondola option.

One final comment, as our state grows and visitor days in Utah continue to increase, we need to evaluate the capacity of Little Cottonwood Canyon. At some point capacity will be reached and those who want to ski at Alta or Snowbird will be required to have a reservation and/or annual pass. Other ski areas will need to be expanded or new areas developed and money spent on improving access to those areas instead of a costly Gondola option.

COMMENT #: 12352
DATE: 9/3/21 8:33 AM
SOURCE: Website
NAME: David Tillotson

COMMENT:

Nobody is talking about this, but HOW MUCH WILL PARKING COST AT THE PRIVATELY OWNED GARAGE AT THE GONDOLA BASE?!?!?!?

They all ask what will the gondola cost? But you are giving a private developer control and a monopoly on how this gondola will function.

Think about it!

COMMENT #: 12353
DATE: 9/3/21 8:37 AM
SOURCE: Website
NAME: Jim Weigel

COMMENT:

1. A tram is in my opinion not a viable option for really moving people up and down the canyon due to issues with high winds. In the winter we have high wind events that last several days. And when we are in good storm cycles we get repeated wind events sever times a month that would result in discontinuing tram services. Currently within our ski resorts when the winds kick up the trams and specific chair lifts stop functioning. As back up there will need to be additional bus service ready to implement during these events. So in my mind the Tram system also requires a the bus system. The tram system also limits backcountry opportunities as it will have limited number of station stops, while bus or rail could still maintain the access to the back country.
2. I think expanding bus service and having a dedicated lane for bus transportation is the best easiest option to implement today. Why the dedicated lane. It makes the busses faster has they don't have to wait in line going up the canyon. These dedicated lanes would result in busses being the faster method up the canyon. The reason for lower ridership now is that most people would rather spend the hour at peak time sitting in their car vs in a bus, but if the bus has a dedicated lane, the bus will take less time to get to the resort than the individuals in a car, tipping the scale.
3. Cog line -- well Europe does it. I think the cog line would need to be part of a bigger picture linking up Park City, Big Cottonwood and Little Cottonwood with rails through tunnels. Also electric rail systems are all over the place why would we use anything but electrical or battery. With this option and a greater rail system you could do away with winter driving up the canyon relying on the rail system and avalanche sheds in runout zones. This options would be able to run regardless of weather conditions and reduce the need for avalanche control work. To save space the cog line could be built 1/2 to 3/4 below current road way with the summer traffic road elevated above the rail system, reducing the over all foot print/ impact zone.

COMMENT #: 12354
DATE: 9/3/21 8:38 AM
SOURCE: Website
NAME: Kory Kapaloski

COMMENT:

I am a born and raised native Utahn. I have recreated in Little Cottonwood Canyon all of my life. My dad was on the town of Alta planning commission for decades and he got married at Alta Lodge. I grew up skiing at Alta and Snowbird. In recent years I have been teaching my daughter to ski at Snowbird and am a season pass holder. I want to continue to ski at Snowbird and Alta as long as I physically can. The traffic and congestion problem has definitely gotten exponentially worse as the state has grown and as outdoor recreation has exploded. Something definitely needs to be done to reduce congestion, pollution and impact.

Prior to implementing either of the proposed options, I think it would be worthwhile in the short term to implement other measures and then re-evaluate the options. Primarily, I am in favor of tolls during busy times, weekends, holidays and tolls for single occupancy vehicles at all times. In addition, 4 wheel drive required every day October through March and enforced daily. Finally, parking reservations should be required at both resorts at all times. Last season when Snowbird implemented this, it did wonders for the situation there. A lot of people were opposed and complained, but I was definitely in favor and noticed a huge difference compared to the prior year. I was always able to get parking even on busy weekend days. I feel there are low cost alternatives like this that can be explored with minimal cost outlays before a large scale permanent construction project is implemented. I am confused as to why nothing like that has been tried in advance, but instead we are jumping right into a massive extremely expensive construction project. The toll method could continue in conjunction with the Gondola if that is ultimately what is built.

COMMENT #: 12355
DATE: 9/3/21 8:38 AM
SOURCE: Website
NAME: Rusty Gaidzik

COMMENT:

Nooooo gondola! Train, bus, parking restrictions and tolls please. I'd like to see only people with paid parking allowed up the canyon on peak days. There should be parking passes for backcountry etc but you shouldn't be allowed up the canyon unless you have a place to park

COMMENT #: 12356
DATE: 9/3/21 8:39 AM
SOURCE: Website
NAME: Daniel Scott

COMMENT:

As a resident of Alta Utah for 15 years I am in full support to any alternative to a Gondola. My main concerns are:

1. Impact of construction on Summer business for the Alta Lodge, Snowpine, and Peruvian Lodges that rely on Summer. These businesses are independent from the Lift company and will not benefit from the Gondola so far that I can see.

2. If the Gondola was the main access to Alta and Snowbird during this past season i.e. Covid How would we have maintained safe social distancing?

I don't think it is wise to lock in a decision during a time of uncertainty.

3. There are less days where the traffic is an issue than there are days where it is.

I have lived and worked in Little Cottonwood Canyon for the better part of my adult life. Between the pandemic and climate change these past two years have made me fearful for the future of our industry. I don't understand why we would put this much time and money into something that at this point in time feels like a gamble. I think we should try to preserve what we have while it is still here.

Thank you for the opportunity to express my thoughts on this matter.

Daniel Scott

Alta, UT

COMMENT #: 12357
DATE: 9/3/21 8:43 AM
SOURCE: Website
NAME: Patrick Hunt

COMMENT:

due to the popularity of the canyons I think they should go to a Zion national park type system.

- a system of busses for visitors up the canyon.

- guests of the hotels and house owners can drive up (for a toll) or take the buss themselves.

- more parking at the bottom of little cottonwood and at other park and ride areas.

- no more building in the canyons and no more roads.

Thanks

COMMENT #: 12358
DATE: 9/3/21 8:43 AM
SOURCE: Website
NAME: Nick Christiano

COMMENT:

I know this isn't a vote, however as a massive user of LCC I worry the extended Bus system will only cause more potential for issues on the road as most people prefer to drive as it is. In addition, I worry about increased emissions.

COMMENT #: 12359
DATE: 9/3/21 8:44 AM
SOURCE: Website
NAME: Wallace Wright

COMMENT:

If you care about the future of Little Cottonwood Canyon, tomorrow is the last day to comment on the draft EIS with two options: Enhanced Bus Service with an additional bus-dedicated lane, or a gondola system. (Cog railway was considered and dropped in the last iteration of the EIS.)

My comment was I'm against both, as is the County Mayor who appointed me to the Mountainous Planning Commission, where I've been involved in the EIS process for the last several years.

Also, as suggested by my friend James Palmer, I recommended smaller, less impactful improvements:

- Snowsheds to decrease avalanche downtime
- e-tolling at the base (ala I-15 diamond lane)
- More lockers at the ski resorts to encourage bus use
- More frequent ski bus scheduling
- Roadway improvements to increase vehicle throughput and traffic flow.

COMMENT #: 12360
DATE: 9/3/21 8:45 AM
SOURCE: Website
NAME: Conrad Harrell

COMMENT:

I support the Gondola option. As a relatively new home owner in cottonwood heights, I believe we should invest in a long term solution that is minimally invasive to lcc. The Gondola will out LCC "on the map" for the USA on how to properly invest in infrastructure to support the growth of outdoor sports. People are coming, let's get ahead of the game instead of constantly being behind. The Gondola also has a better long term ROI compared to the bus option.

COMMENT #: 12361
DATE: 9/3/21 8:45 AM
SOURCE: Website
NAME: Nicho Rivera

COMMENT:

In order to save the natural beauty in our canyons we can not develop this gondola project. There are so many other sports that happen in the canyons besides what is available at the resorts. We must preserve this landscape for future generations to enjoy.

COMMENT #: 12362
DATE: 9/3/21 8:48 AM
SOURCE: Website
NAME: Rachel Skeen

COMMENT:

Proposing a bus for increased mobility during a winter season isn't a safe option when it comes to traction and sharp drop offs on a road that could be very slick. And the gondola would destroy even more of the mountain, including a lot of boulders the rock climbing community maintains. Why destroy the mountain we're trying to go enjoy just for more profit? Instead, maybe utilize a check-in booth (un-tolled) at the mouth of the canyon to ensure the ski areas and roads don't get congested.

COMMENT #: 12363
DATE: 9/3/21 8:49 AM
SOURCE: Website
NAME: James Litz

COMMENT:

please NO gondola. We don't have to do be like Europe in every way. Europe has ruined the landscape of their entire continent in may ways. Don't follow in their footsteps. A Gondola will destroy LCC.

COMMENT #: 12364
DATE: 9/3/21 8:50 AM
SOURCE: Website
NAME: Adam Erickson

COMMENT:

No gondola

COMMENT #: 12365
DATE: 9/3/21 8:50 AM
SOURCE: Website
NAME: Robert Andrews

COMMENT:

charge money to park. increase bus service. No stupid trams or other wasteful boondoggles

COMMENT #: 12366
DATE: 9/3/21 8:51 AM
SOURCE: Website
NAME: Adam Schmidt

COMMENT:

After thoroughly reviewing the provided materials and listening to several of the sessions provided during these past months, it is clear that the path forward should be a cautious and conservative one. Of the current proposals; the gondola represents the worst possible option. It needlessly degrades our canyon to serve the business interests of the few, rather than environmental or public interests shared by many. I am alarmed that given its obvious drawbacks (e.g. inability to address the capacity issue, inability to service any other facets of the community, and deference to large, greedy corporations) that it has not only been left in contention, but continuously promoted by selfish and dishonest snake-oil salesmen.

Utah's natural resources are a blessing, and the reason that many people (myself included) chose to either stay in the valley or move to the valley. To squander these resources, diminishing its value for every future generation, we will forever brand ourselves as willing to sell our souls to the highest bidder. Utah has within it 5 amazing National Parks. No doubt that they too were met with some consternation, but can anyone currently disagree that their preservation was a worthwhile endeavor? I would argue no. I stand behind the Salt Lake County Mayor Jenny Wilson in her assessment of the problem. Expand bus services and for once, have faith in our public transit. Its not flashy and it won't put money into the pockets of the owners of La Caille, but that's not really the point is it?

COMMENT #: 12367
DATE: 9/3/21 8:52 AM
SOURCE: Website
NAME: Jeanie Petersen

COMMENT:

We do not need more busses to clog up Wasatch and Little Cottonwood Canyon. Let the funds we receive from revenue from skiing help pay for the gondola, that the state receives. Adding a ton of buses just makes the canyon less safe to drive up.

COMMENT #: 12368
DATE: 9/3/21 8:53 AM
SOURCE: Website
NAME: Patrick Marrinan

COMMENT:

Please work to find a better solution than the gondola or wider lanes!

COMMENT #: 12369
DATE: 9/3/21 8:56 AM
SOURCE: Website
NAME: Zach Cimino

COMMENT:

Sadly, I do not have any proposition for an alternative, but the destruction of hundreds of classic boulders in one of the best climbing areas in the country is unacceptable. I beg that you listen to the community and I hope you find an alternative that has the conservation of little cottonwood canyon in mind.

COMMENT #: 12370
DATE: 9/3/21 8:57 AM
SOURCE: Website
NAME: Chelsea Ciena

COMMENT:

I believe that the gondola is the most beneficial options. As this not only has a smaller physical footprints as opposed to road expansion. It will also be a better environmental impact in the long run, as well as cheaper to operate over a long period of time with fewer delays due to maintenance.

COMMENT #: 12371
DATE: 9/3/21 8:58 AM
SOURCE: Website
NAME: Jason Theisen

COMMENT:

make the gondola, it will bring in more tourism... people who dont use the canyon will use the gondola but would never ride the bus up there

COMMENT #: 12372
DATE: 9/3/21 8:58 AM
SOURCE: Website
NAME: John Ward

COMMENT:

Gondola for cottonwood canyon traffic reduction makes sense to me!

COMMENT #: 12373
DATE: 9/3/21 8:58 AM
SOURCE: Website
NAME: Matt Velinder

COMMENT:

The volume is the problem. This will not be solved by finding alternatives to allow more volume in different ways. We need to reduce the volume! Toll the hell out of cars (especially single occupant cars!) and force people to use a bus system. Or close the road to private vehicles entirely. You can't drive a car into Zion anymore because of this exact reason. The volume is simply too high. Use the existing roadway and don't further destroy the environment to accommodate more volume.

COMMENT #: 12374
DATE: 9/3/21 8:58 AM
SOURCE: Website
NAME: Tom Diegel

COMMENT:

As Vice President of the Wasatch Backcountry Alliance I have contributed a lot to the WBA/WWA comment, but these comments are my own.

While I know there is acute pressure to alleviate the problems with traffic in LCC and appreciate the need for dramatic improvement and am impressed by the scope of the process, I feel the draft EIS is deficient in several areas.

While I am more of a fan of gondolas than many of my WBA cohorts from trips to Europe, I am concerned about the gondola option A

Without a capacity study -which UDOT and the USFS are apparently unwilling to do or contract for - adding a gondola is simply adding more people into the canyon

Along with that is the overt suggestion that the two resorts expand their capacity to accommodate the increase in volume, something that the Forest Plan does not allow and runs counter to the resort boundary limitations that were identified in the Mountain Accord.

There seems to be a reluctance to run the gondola in the summer, despite the equally high traffic levels, especially to trailheads, which the gondola doesn't serve. Yet there is no acknowledgement of this in the DEIS.

By only essentially creating another chairlift for both ski resorts at a cost of upwards of \$300 of every single Utah taxpayer, it is essentially socializing the risk and privatizing the profits, while not creating an action transportation solution that will decrease car and truck traffic.

There has not been convincing evidence that as proposed the gondola will actually be used. The overall transit time, hassle factor, and fares may well be enough detrimental as to discourage many targeted consumers from actually using the resource, especially given the well-known "Powder Fever" that grips skiers when pursuing a scarce resource.

There is a fair bit of discussion of the gondola option A as a "tourist attraction", though that has never been identified as an actual purpose or need.

I am concerned about the possibility of the construction of the base facility digging into/stirring up the toxic remnants of the old smelter on that site.

The efficiency and reliability of the gondola is overstated; during avalanche control work the gondola will be stopped along with traffic, and environmental conditions such as fire, wind, ice, can and will limit its use.

Gondola option A puts all the valley's eggs in the one basket that will take too long to implement, is not scalable, nor is it mutable to accommodate future changes by the user groups. Gondola option A ignores virtually all dispersed users, who would like to use improved transit options in the canyon and are by far the fastest growing segment of the ski industry, and hiking/summertime forest use is also wildly popular and growing fast. By creating a virtual additional, taxpayer-supplied lift, UDOT is enabling Alta Ski Lifts to continue to lack creativity in solving their own parking issues. Their recently-proposed system is punitive towards the public who are accessing public lands, does not encourage carpooling by customers/employees, and does not address the many cars that are parked under snow all winter. Expanding the bus operation is a preferred alternative:

Despite even some UTA people being pessimistic about expanding bus service, it has never had the opportunity to maximize the resource. Recent small changes (improved capacity, eliminating inefficient stops, adding buse) have had positive results. Adding to this with more resources and adding steep auto tolls that can help fund the improvements creates a system that can be implemented more quickly, is scalable, mutable, can run year-round, and with help from UDOT would be able to provide desired service to dispersed users in having bus stops at popular trailheads. Expanding UTA's "ski bus" service to the East Bench/downtown would help alleviate the canyon mouth/Cottonwood Heights parking/traffic issues.. Road expansion is something I could cautiously support IF over time it becomes clear that

enhanced bus service and steep auto tolling does not improve the situation. Avalanche sheds is something I could also cautiously support. However, while many times I feel like environmentalists use the watershed argument as a red herring, and I am not a scientist, in my discussions with the SLC PU it is clear that they are deeply concerned about either option having a profound effect on the water quality (as well as an utter lack of ability to provide more water to the ski resorts to account for the expansion suggested in the EIS with the gondola option). I am disappointed that UDOT has chosen to completely ignore BCC in this process. BCC's traffic woes are almost as bad as LCC's and are worsening faster with changing skier habits/preferences. In 50 years BCC travel may be untenable. Rather than spending half a billion exclusively on LCC UDOT should have - and should still! - spend less there and take BCC into account. The concept of global warming and the resultant climate change that is so clearly creating unusual and devastating weather events is not taken into enough consideration in this document. The prospects that skiers may lose enthusiasm, that the Cottonwood Canyons resorts may get even more popular due to their high elevations, that coming winters may be very lean, that the Great Salt Lake will continue to shrink, lessening lake-effect and enhanced/early spring melts, that bigger storms and more high avalanche danger periods are all vital aspects of a transportation system. Which in turn lends more credence to a less-committing, more scalable, and more easily mutable system ala expanded bus service.

I appreciate that the magnitude of both the EIS process and the actual implementation of the system is far beyond what I can probably even imagine, and I appreciate UDOT's efforts. Thanks for the opportunity.

COMMENT #: 12375
DATE: 9/3/21 8:59 AM
SOURCE: Website
NAME: Amy Oxman

COMMENT:

I am a retired Utah resident who uses the using the cottonwood canyons for winter and summer recreation including alpine skiing. (1) I think a tole for driving up the canyon is wise (reduced fee for car pooling) as well as parking fees for those in individual vehicles. Millcreek has had a fee for many years with positive outcomes. (2) I am very opposed to the gondola option as it benefits the ski areas directly and does nothing to address other canyon recreation users. The environmental impacts alone would charge the canyon experience forever. (3) I would like to see improved bus service with multiple smaller more frequent buses and dedicated lanes for buses and carpooling with fees for individual vehicles. Traffic in the canyon has been a problem that has been building for years and needs a well thought out public input solution that benefits all users.
thanks

COMMENT #: 12376
DATE: 9/3/21 9:00 AM
SOURCE: Website
NAME: Jennifer Berjikian

COMMENT:

Hello, a better solution to decrease traffic would be to implement a payment system (similar to MCC). Increasing the fee to park at resorts would also decrease traffic by increasing carpooling. Expanding bus services also helps.

COMMENT #: 12377
DATE: 9/3/21 9:00 AM
SOURCE: Website
NAME: Adam Duncan

COMMENT:

I favor Option B -- the gondola. While I appreciate that there will be visual impacts, I feel that because there are lower impacts in other areas it's the best. I also think it will add a novelty to the experience. It will also allow people to experience the amazing beauty of Little Cottonwood from an aerial perspective which will bring people great joy and a unique connection with nature.

COMMENT #: 12378
DATE: 9/3/21 9:00 AM
SOURCE: Website
NAME: Layne Moffitt

COMMENT:

Enhanced bus service would not only alleviate immediate canyon traffic congestion and environmental impact concerns but would also minimize the need to widen current canyon roadways. Bus service would also serve as an immediate need while eliminating the need to permanently change the visual esthetics of the canyon mountain side with cables and towers. My opinion is to re-visit a railway line to the resorts. They would serve residents along the routes as well as the resorts. The service lines can be adjusted as needed. It would ultimately connect with the Front Runner and TRAX systems. The long term cost effectiveness would far exceed the other alternatives.

COMMENT #: 12379
DATE: 9/3/21 9:00 AM
SOURCE: Website
NAME: Marcia Maurycy

COMMENT:

Both of these choices do not look at the logistics of access of mobility of seniors and handicapped people and those with young children trying to negotiate not only themselves but the equipment used in skiing. Both involve standing for long periods with all your stuff..not always easily done..question of comfort and safety??

COMMENT #: 12380
DATE: 9/3/21 9:01 AM
SOURCE: Website
NAME: Blake Duffin

COMMENT:

No gondola, we should close the road, and make it a Traxx rail

COMMENT #: 12381
DATE: 9/3/21 9:01 AM
SOURCE: Website
NAME: Cheryl Bikman

COMMENT:

The gondola is not a solution to alleviating congestion and is a very expensive experiment. Because the “terminal and parking structure” would be at La Caille. The investors and proponents of it (including both ski resort holding companies) think it would be so great that people could grab a nice breakfast before heading up...at the price of about \$50 per person. This gondola is ALL about those who are already rich making more money, NOT about alleviating congestion in an environmentally friendly way. It's not a quick or efficient solution to move more people up the mountain. Reserved parking at the resort helped last year as does having the resorts limit the amount of skiers so you can actually ski and aren't crowded on the mountain.

Why not start with partnering with a private bus company? I think that if you make riding the bus more convenient and frequent (hubs and parking structures with nice bathrooms and amenities) more people would be willing to ride a bus. There is just not enough parking available to make riding the bus feasible. You can get a parking spot and a space on the bus if you get there are 7:00 a.m. or earlier. More busses and more parking with facilities are a much better answer then you don't even have to widen the road.

Putting hubs around the valley is not a great solution. They need hubs at the mouths of Both canyons with busses running frequently vs. busses coming from all over the place running occasionally. Waiting for a bus in the cold is a terrible experience. Then fighting for a spot on the bus and potentially waiting for the next one is worse. But if you know another bus is coming in 5 minutes, it makes it less of a hassle.

COMMENT #: 12382
DATE: 9/3/21 9:02 AM
SOURCE: Website
NAME: Cheri Hansen

COMMENT:

Please do not add a gondola or widen the canyon road. We are so blessed to live in Utah with access to these beautiful areas. The impact of these transportation proposals will permanently change, damage, alter, and obstruct the beautiful canyon. Please do not go through with this. Promote carpooling. Increase buses to help with congestion in the canyon.

COMMENT #: 12383
DATE: 9/3/21 9:02 AM
SOURCE: Website
NAME: Emily Golitzin

COMMENT:

Among my reservations with the proposed transportation alternatives are:

- Carrying capacity of LCC. Limited parking has always served as a natural way to maintain a reasonable number of people on the mountains. Busy days with full parking this past ski season have shown that the resorts are stretched to their limits. Even with semi-restricted parking and bus access during COVID, wait times for chairlifts at Alta and Snowbird frequently exceeded 40 minutes on powder days. It concerns me that the proposed alternatives focus on high-volume transportation without a real plan from the resorts for what they plan to do with all those people.
- Funding. UDOT needs to identify sources of funding before an alternative is chosen, not the other way around. It is frankly absurd to ask Salt Lake County taxpayers to fund a project that will serve only the minority of locals who regularly ski at Alta and Snowbird. This is especially true of the gondola option - the bus options could at least be flexible in serving other locations, trailheads, etc for the greater public to use, including during the off season. Moreover, it is highly irresponsible to choose a more expensive alternative (gondola) when no real work has been done to try to leverage or expand LCC's existing bus infrastructure.
- Private vehicle restrictions. If people have the choice to travel in the comfort of their own vehicle, they will. No transportation solution will work unless private vehicle traffic is limited. Tolling is certainly part of this equation, but a better solution might including banning private vehicles entirely (a la the Zion Canyon shuttle system). More work would need to be done to ensure reliability of the transit system.
- Traction law enforcement. A significant amount of traffic congestion is caused by vehicles that are inadequately equipped for winter driving conditions. Winter driving requirements (snow tires or carrying chains) need to be enforced on a daily basis. Problems often arise when an ill-equipped vehicle drives up canyon on a clear morning and cannot make it down after conditions change midday. Consider enforcing the traction law at the top of the road in the afternoon - have someone checking for chains on 2wd vehicles, etc.
- Consideration of resort employees. The current bus schedules do not allow many resort employees to get to work on time in the morning or get home in the evening. Proposed schedules would need to include early morning and late evening service.

The only real solution that can be implemented right now is enhanced bussing. Let's focus on funding the bus options and making them more attractive: more routes, including express routes; more (and more convenient) stops, including at trailheads in the canyon for backcountry skiing and summer hiking; low fares, which the resorts can subsidize; and tolling for private vehicles. The canyon is a finite resource, and the resorts cannot grow forever; I would love to see what can be done to preserve the LCC experience without irreparably altering the landscape.

COMMENT #: 12384
DATE: 9/3/21 9:04 AM
SOURCE: Website
NAME: Candi Nash

COMMENT:

I vote for the gondola

COMMENT #: 12385
DATE: 9/3/21 9:04 AM
SOURCE: Website
NAME: Beth Yetter

COMMENT:

While I recognize the need to address the transportation issues in Little Cottonwood Canyon, the options presented do not seem to address the overall issue - the capacity of LCC. Before attempting to pump more people up the canyon, a true capacity study needs to be conducted to determine what the canyon can really handle without increased environmental degradation, and the studies for transportation in the canyon needs to consider this capacity before investing millions in permanent infrastructure.

LCC is an essential part of Salt Lake Valley's drinking water resources and this needs to be taken seriously, especially given the more and more extreme droughts that the western U.S. is experiencing. Not enough weight has been given to the essential water resources and other natural resources within the canyon in UDOT's analysis. We can't keep impacting the environment to install infrastructure indefinitely. Even though the population continues to grow in the surrounding areas that doesn't mean that the canyon can handle an increasing number of people indefinitely. It is time to face the reality of population increase and the increasing impacts it is having on natural resources.

The gondola seems to be geared to helping transport people solely to two entities in the winter, Alta and Snowbird, and does not seem to fully serve the general public, only those trying to reach ski resorts. Many individuals backcountry ski from the White Pine Trailhead, for example; however there is no easy way to get to the White Pine Trailhead from the proposed gondola alignment/stops. A gondola would drastically change the viewshed in LCC and change the character of the canyon forever. These impacts need to be taken very seriously before installing permanent infrastructure that will remain indefinitely.

With both alternatives, I feel UDOT is going from 0 to 100 without attempting to try out incremental options. Before causing permanent impacts such as installing huge gondola towers and widening the road, which is very near an essential water resource, and before spending millions of dollars, it seems like a smart option would be to try and increase and incentivize additional bus service. Why aren't near-term issues being assessed (i.e., what can be done in the interim before 2030 and 2050 to see if these alternatives are really needed?).

Also, why isn't the traction law truly enforced on snowy days? More effort needs to be put into the traction program to truly check vehicles going up the canyon.

Both of the alternatives rely on behavior change - how can UDOT incentivize the public to use public transit more? Was the likelihood of behavior change by the public assessed in the EIS?

I do think that snow sheds are a smart idea and a practice commonly used in Europe. Installation of snow sheds would address a lot of the transportation issues due to winter weather and avalanches, and would also not impact the viewshed as greatly as the gondola.

Environmental justice needs to be highly considered in this analysis. With a potential toll being implemented and/or a cost to ride the gondola, low income communities will be further priced out from visiting LCC. These communities are already at a disadvantage and further removing the option for them to visit LCC is just wrong. How does UDOT plan to truly address this issue? Pricing out the poor to limit numbers is the canyon is not the right approach.

Lastly, why is UDOT so focused on LCC and not a valley-wide transportation system? The same issues are experienced in BCC and it seems short sighted to only focus on one canyon.

COMMENT #: 12386
DATE: 9/3/21 9:04 AM
SOURCE: Website
NAME: Elliot Gorr

COMMENT:

The gondola and road widening solutions are bad for LCC. The gondola is not a flexible enough solution for all canyon users. A solution that only stops at only Alta and Snowbird is insulting to the backcountry skiing community. The gondola is also nothing but a massive eyesore for everyone who recreates in the areas below the ski resorts in the summer time. This plan also takes too long to implement. We need solutions now, not in 5-10 years. A gondola of this length will also be a tourist attraction on its own, which may further contribute to over crowding.

The road widening alternative is much more flexible and therefore attractive solution, except for the major environmental destruction that comes with it. Undertaking a project this large in a canyon where dogs aren't allowed for fear of contaminating the fragile watershed, seems out of touch. Hundreds of boulder problems would also be destroyed/displaced during construction which would be devastating for the climbing community.

We owe it to this canyon and to the folks funding these projects to try a solution that fully utilizes the current infrastructure. There has to be a toll gate at the bottom of LCC ASAP. Not only for tolling, but for strict enforcement of snow tires and awd/4wd for the entirety of the season. The toll booth should also limit or prohibit single passenger cars during peak times.

There needs to be an audit of available parking spaces in LCC, and a limit set on the number of cars allowed in the canyon at one time. This would allow people to be turned around at the mouth of the canyon when parking is full, not when they get to the bypass road. It would also hopefully naturally limit the number of skiers in the canyon and preserve the riding experience.

Enhanced bus service needs to be the answer. Busses should be so frequent that people don't need to think about the schedule. There also needs to be early AM buses for employees and backcountry skiers. A trailhead shuttle service, separate from the large buses going to Alta/Snowbird should make stops at Tanners, White Pine, and Grizzly Gulch. Alta is upset that backcountry skiers take their parking, yet there is no public transport offered to those who wish to recreate before the resorts open. Employees also take up a lot of ski area parking, and yet there is no reliable solution for folks to get to work on time. Wasatch Backcountry Alliance has a well-thought out plan that UDOT should consider as an alternative to the current proposals.

COMMENT #: 12387
DATE: 9/3/21 9:04 AM
SOURCE: Website
NAME: Jon Bischoff

COMMENT:

I don't understand how the gondola solves the traffic problem. There will still be just as many cars and just as bad of traffic jams, but the gondola will only add people. This makes no sense. With only stops at Snowbird and Alta, we are spending a half a billion bucks to help 2 businesses?! I don't want my tax money spent to help just 2 business. Shut the canyon highway down to essential traffic only and institute a seasonal "zion" type shuttle system that stops at other destinations besides just two businesses.

COMMENT #: 12388
DATE: 9/3/21 9:05 AM
SOURCE: Website
NAME: Adam Hansen

COMMENT:

Do not do this to our canyons. The damage these proposals will permanently cause is abhorrent. These canyons are a treasure. We need to protect them and manage them with care. Please do not do this. There are other solutions, carpooling, shuttles etc that can help with canyon congestion.

COMMENT #: 12389
DATE: 9/3/21 9:05 AM
SOURCE: Website
NAME: Benjamin Bikman

COMMENT:

A gondola is a terrible idea. Please consider simply improving the bus options and parking at the mouth of the canyon.

COMMENT #: 12390
DATE: 9/3/21 9:08 AM
SOURCE: Website
NAME: Kirsten Dockstader

COMMENT:

Before impacting LCC with a widened road or a gondola, I believe low cost alternatives such as expanding the existing bus services should be explored.

COMMENT #: 12391
DATE: 9/3/21 9:09 AM
SOURCE: Website
NAME: Zacharias Miller

COMMENT:

I am against the building of the gondola. This canyon is very special for hikers and climbers and has been for many decades. The Gondola would certainly ruin its aesthetics, climbs, and access to hikes. The brief seasonal use of the gondola would not offset its negative impact. Please reconsider.

COMMENT #: 12392
DATE: 9/3/21 9:09 AM
SOURCE: Website
NAME: Andrew Montgomery

COMMENT:

More busses with a big parking lot at the bottom of canyon. The road is very narrow in places so widening the whole thing might not be possible without creating tall walls which might create land slides. Making some more sections passing lanes or bus lanes might help. More busses no tram. Taxpayers are paying for it

COMMENT #: 12393
DATE: 9/3/21 9:10 AM
SOURCE: Website
NAME: Stephanie Stumpos

COMMENT:

I prefer you do not build a gondola.

COMMENT #: 12394
DATE: 9/3/21 9:10 AM
SOURCE: Website
NAME: Jason Smith

COMMENT:

I am in favor of the Gondola solution.

COMMENT #: 12395
DATE: 9/3/21 9:11 AM
SOURCE: Website
NAME: Beth Yetter

COMMENT:

While I recognize the need to address the transportation issues in Little Cottonwood Canyon, the options presented do not seem to address the overall issue - the capacity of LCC. Before attempting to pump more people up the canyon, a true capacity study needs to be conducted to determine what the canyon can really handle without increased environmental degradation, and the studies for transportation in the canyon needs to consider this capacity before investing millions in permanent infrastructure.

LCC is an essential part of Salt Lake Valley's drinking water resources and this needs to be taken seriously, especially given the more and more extreme droughts that the western U.S. is experiencing. Not enough weight has been given to the essential water resources and other natural resources within the canyon in UDOT's analysis. We can't keep impacting the environment to install infrastructure indefinitely. Even though the population continues to grow in the surrounding areas that doesn't mean that the canyon can handle an increasing number of people indefinitely. It is time to face the reality of population increase and the increasing impacts it is having on natural resources.

The gondola seems to be geared to helping transport people solely to two entities in the winter, Alta and Snowbird, and does not seem to fully serve the general public, only those trying to reach ski resorts. Many individuals backcountry ski from the White Pine Trailhead, for example; however there is no easy way to get to the White Pine Trailhead from the proposed gondola alignment/stops. A gondola would drastically change the viewshed in LCC and change the character of the canyon forever. These impacts need to be taken very seriously before installing permanent infrastructure that will remain indefinitely.

With both alternatives, I feel UDOT is going from 0 to 100 without attempting to try out incremental options. Before causing permanent impacts such as installing huge gondola towers and widening the road, which is very near an essential water resource, and before spending millions of dollars, it seems like a smart option would be to try and increase and incentivize additional bus service. Why aren't near-term issues being assessed (i.e., what can be done in the interim before 2030 and 2050 to see if these alternatives are really needed?).

Also, why isn't the traction law truly enforced on snowy days? More effort needs to be put into the traction program to truly check vehicles going up the canyon.

Both of the alternatives rely on behavior change - how can UDOT incentivize the public to use public transit more? Was the likelihood of behavior change by the public assessed in the EIS?

I do think that snow sheds are a smart idea and a practice commonly used in Europe. Installation of snow sheds would address a lot of the transportation issues due to winter weather and avalanches, and would also not impact the viewshed as greatly as the gondola.

Environmental justice needs to be highly considered in this analysis. With a potential toll being implemented and/or a cost to ride the gondola, low income communities will be further priced out from visiting LCC. These communities are already at a disadvantage and further removing the option for them to visit LCC is just wrong. How does UDOT plan to truly address this issue? Pricing out the poor to limit numbers is the canyon is not the right approach.

Lastly, why is UDOT so focused on LCC and not a valley-wide transportation system? The same issues are experienced in BCC and it seems short sighted to only focus on one canyon.

COMMENT #: 12396
DATE: 9/3/21 9:12 AM
SOURCE: Website
NAME: Matthew Stephens

COMMENT:

Please do not waste millions of taxpayer dollars to build a gondola or widen the road when neither solution will do anything to mitigate the traffic problems in Little Cottonwood canyon. Additionally, both proposed alternatives will have lasting impacts on climbing and other recreational activities and significantly jeopardize the future and untrammled nature of the canyon. Please consider increasing bus services BEFORE spending millions on unproven solutions that strictly benefit private ski resorts and do not adequately meet the needs of Utahns.

Sincerely,
Matt Stephens
Sandy, Utah

COMMENT #: 12397
DATE: 9/3/21 9:12 AM
SOURCE: Website
NAME: Kelsey Zalac

COMMENT:

This project is destructive to the climbing experience that many thousands of people experience every year. It has absolutely irreversible consequences for the natural landscape that people flock to. I am absolutely opposed to the plans of widening the road and the gondola. PLEASE find less destructive solutions. There are other options.

COMMENT #: 12398
DATE: 9/3/21 9:12 AM
SOURCE: Website
NAME: Wyatt Sea

COMMENT:

I attended Lone Peak high school and played football on the team. After high school I couldn't play football anymore and I needed another outlet for exercise and fun. Climbing has been that outlet. Those boulders in that canyon not only helped me find a new hobby but helped me find new amazing friends. If UDOT got rid of those boulders everything would change. For once listen to the people. The people don't want this. Thanks, Wyatt

COMMENT #: 12399
DATE: 9/3/21 9:13 AM
SOURCE: Website
NAME: Wendy Zeigler

COMMENT:

Little Cottonwood Canyon Draft EIS Comments

Sept 2, 2021

Dear UDOT,

I do not support the alternatives in your DEIS. It is too little too late, and needs to take into account what is happening in both canyons.

The DEIS does not consider the impact to or numbers from Big Cottonwood Canyon. All parking garage numbers have to consider this impact. You will be pushing more cars into BCC for all types of users. Your parking numbers are inadequate for all canyon users.

You are only viewing this as a snowstorm problem. You are ignoring the 4 season parking problem. We need fewer vehicles in the canyon 4 season. Just closing off parking on the road does not solve the problem. That the legislature tasked you with only solving the LCC problem is not an excuse, because you have to be blind not to see the inter-relatedness of the two canyons and the insane increase in users, of all types since Covid, will only increase. Even more so with the dispersed recreation.

You are just shifting the problem by only having 3 hubs. You need valley wide hubs, and you need them fast. If you are trying to solve the problem on a Powder Day, you are not, you are shifting the problem. You will have the thousands of cars trying to get into 3 parking hubs at 8 AM, which will be full from the people who get there at 7 AM. Traffic getting into these structures will be backed up, impacting residents and commuters. By increasing hubs throughout the valley, with increased bus service, you will decrease the traffic closer to the canyon.

You state one of your objectives is to address "All users". You do not do this, you do not address 4 season, you do not address the ever increasing use of the backcountry by multiple users. These uses will grow much faster than the users of ski resorts because people cannot afford the ski resorts.

Increasing the size of the White Pine and other parking lots will not solve the problem for more than one year, never mind until 2050. Your proposed increase will not accommodate the cars using the lot on any given weekend now, never mind into 2050. The summer use of these lots is already "beyond your projections. 4 season bus service, and maybe eventually, a train are the only solutions for this problem. You state the only ground disturbance of a gondola is at the tower. You will have to have a road to each tower, this will impact watershed, wildlife etc. You will need a way to get workers to the towers and to download people in an emergency. This is completely ignored.

The impact of such high towers on the view shed is huge, the warning lights will be seen from all parts of the valley. The cost is huge on the taxpayers. Yet you only solve a small part of the problem. The Gondola is the worst choice.

Wind events have been increasing, making gondola travel more difficult. You will have much more closure of the gondola than you are listing.

You need to close the canyon to vehicle travel. They have done that in Zermatt very successfully! I can tell you that most tourists and locals will still drive the canyon. You really are not changing any travel times by much, except maybe for 10 days a year.

You have to consider impacts to Big Cottonwood Canyon, and the parking garage numbers needed for both canyons. You need to start solving this problem now, this season. Expand the bus service We made a little progress with this last year. We need to do more. If you get people out of their cars into the buses, you will not need the extra lanes. If you have bus locations closer to downtown, and Foothill, and the West side, and Draper, etc you will not have the traffic near the mouth of the canyon.

I support expanded bus service, no cars in canyon, No Gondola.

Wendy Zeigler

Holladay, UT 8

COMMENT #: 12400
DATE: 9/3/21 9:13 AM
SOURCE: Website
NAME: Lauren Swanson

COMMENT:

I have already commented in favor of the gondola alternative in a previous comment, but I did want to comment about another supporting element that I think could really help traffic without major infrastructure changes.

I know there is already a program to certify vehicles for Little Cottonwood Canyon. Can we make this certification mandatory for any car that travels up the canyon during the winter? This will help prevent cars and drivers who might cause delays during poor weather. It would also limit traffic in general, which would help everyone's commute times. If you don't have a certified car (tourist, or a car that is 2WD), then you have the option to bus.

Thanks again for all of your work to create a solution for everyone!

COMMENT #: 12401
DATE: 9/3/21 9:14 AM
SOURCE: Website
NAME: Bob Matthews

COMMENT:

Been there numerous trips. What a great solution to the traffic, uphill congestion, parking and avalanche "inter lodge" that happens with your beautiful snow. Very much in favor and will use it!!

COMMENT #: 12402
DATE: 9/3/21 9:14 AM
SOURCE: Website
NAME: Ali Girten

COMMENT:

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.

COMMENT #: 12403
DATE: 9/3/21 9:15 AM
SOURCE: Website
NAME: Garth Tino

COMMENT:

I don't like either plan. Both will severely impact users who are not just using the resorts. I don't use the resorts much- too expensive to ski. I use the climbing, biking, bouldering, hiking, and backcountry. The plan does not help any of us who are not resort users and only addresses the issues surrounding resorts. Similarly, those of us who use the canyons professionally- teaching backcountry skiing courses and avalanche classes, will be severely impacted by these decisions, and limit the ability of the non resort using public to offer these types of courses. The impact on access to our resources should the gondola go in- yes, I anticipate it will cut us off from crossing under it to use the opposite side of the canyon for climbing, skiing and hiking, regardless of what we are told. I also anticipate that much of the world class bouldering will be inaccessible or ruined with both of the resolutions as well. The idea that the resorts are the only ones being accounted for is a big problem for me. I am happy to pay to use my canyons, to have better trailhead access, but the fact that only resorts are getting the benefit is not what the canyon is about. There are lots of other users. Only the resorts win in this scenario, the rest of the users lose out. Cheers

COMMENT #: 12404
DATE: 9/3/21 9:17 AM
SOURCE: Website
NAME: Archie Phillips

COMMENT:

The gondola will be run until the weather causes the cessation of the operation of it due to high wind. IMO, THE TRAIN OR BUSES WITH avalanch sheds is the only real solution.

COMMENT #: 12405
DATE: 9/3/21 9:17 AM
SOURCE: Website
NAME: Josh Coppinger

COMMENT:

I do not support the gondola or transportation up the canyon that would cause damage to outdoor activity. Cars have been used for years up until this point to get to the resort there's no reason to add a gondola now for the profit of a ski resort. Snowbird is my favorite resort and if this goes up I will never visit the resort again.

COMMENT #: 12406
DATE: 9/3/21 9:18 AM
SOURCE: Website
NAME: Heather Day

COMMENT:

Please don't ruin our canyon with these proposed ideas. We should try less drastic/destructive/expensive methods. What about a mandatory bus/shuttle system like they have in Zion National Park?

COMMENT #: 12407
DATE: 9/3/21 9:19 AM
SOURCE: Website
NAME: Keith Sellers

COMMENT:

PLEASE DON'T! Cottonwood Cayon is literally history and the future. Not just for climbing. It's hard to understand what these rocks mean to us unless you are a climber yourself but these boulders and this land are more than just special to all of us. It runs much deeper than that and to take that away is evil. Destructive. Not Holy. Please do not go through with this. Listen to all of us using our voices to speak out to y'all about how we feel.

COMMENT #: 12408
DATE: 9/3/21 9:20 AM
SOURCE: Website
NAME: Lauren Pandolfi

COMMENT:

I'm reiterating this comment here, because this reflects my opinion on LCC EIS:

Governor Cox,

The Gondola Works Utah group is spending a lot of money on advertising trying to convince a lot of people - including you - that the Gondola is the right solution for reducing traffic in Little Cottonwood Canyon. I am a long-time season pass holder to Snowbird, and have formerly skied whole seasons at Alta, Solitude, and taught skiing at Deer Valley for two years. I am also a former Wall Street equity analyst and I am a senior executive at one of Utah's largest employers. Thank you for allowing me to share my view; I hope I might bring to light some considerations which I believe make the Bus approach the superior one, based upon reason alone:

- Simply stated, the Gondola plan costs more, as you've noted in your comments to the media on the subject. As a former Wall Street equity analyst, I've analyzed more than 100 businesses and evaluated their business models. Cost is not the only factor, but it is a considerable one. The Gondola costs approximately 20% more than the Bus+ proposal (busses, plus the widening of the road), and therefore one must consider carefully if the extra cost comes with an extra benefit. I strongly question whether it does: the cost of the debt service alone on it is an additional \$3 million a year more than the bus solution, immediately eliminating the lower annual operating cost benefit of the Gondola. A final note on dollars and cents: we all have watched big projects such as the Gondola run over budget - sometimes by 2x and 3x; with busses, the costs are reasonably certain. Unlike the Federal government, if local and state politicians have to raise taxes to balance project overruns, then there are almost certain political consequences to such an unpopular moves.

- Nine (9) hours and 54% less efficient. What is the value of the citizens' time? How much is the value of nine hours, per person, per year? The Gondola takes 54% more time - 13 minutes longer - each way, when compared to a Bus. A typical skiing family that visits the resorts 20 times per season will spend approximately nine hours more [per person] sitting in the Gondola than they would on a Bus. In your comment in the Deseret News, you stated that you were leaning to the Gondola solution because, in part "Just the ability to move people at such a high rate of speed and get people up and down very quickly - it's much more efficient than the bus system would be."" I suspect that when you said that, the Gondola Works folks had not yet alerted you to the additional 13 minutes of travel time each way on the Gondola. In percentage terms, the duration of the Gondola is 54% longer (37 minutes to Alta) than the Bus (24 minutes to Alta). Yikes!

- Avalanche delays are still highly likely to persist. The Gondola Works folks will tell you that the Gondola will work even when there is an avalanche closure. I would question that very heavily. It is commonly said that SR 210 (aka Little Cottonwood Canyon) is the only road in North America where it is legal to shoot heavy artillery over the road; I cannot imagine the Gondola - or busses - running while such mortars are being fired across the path. That means the Gondola will be sitting idle, awaiting the completion of avalanche control work, just like the busses and cars. And for the one or two times every five years that an avalanche blocks the road (and the Gondola would likely still be able to run), please consider the other disadvantages of the Gondola that are continual and recurring, rather than the episodic road closure.

- Wind and lightning holds. If you ski Snowbird regularly, you'd be very familiar with wind holds on the Aerial Tram. This even applies to chairlifts. And lightning holds (less common in the winter, but not uncommon during the other seasons). Although Gondola Works delights in highlighting the lack of stopping the Gondola due to avalanche holds (which I am not at all ready to invest in this narrative), Gondola Works fails to acknowledge the continual wind holds that occur for all aerial tramway systems.

- Would you put all the eggs in one basket? All mechanical systems will be in need of maintenance, and inevitably things break that render the system to fail or stop for a period of time needed to fix them. The

Gondola would have - on a busy Saturday, holiday, or powder day - about 650 passengers suspended above ground. For this thought experiment, assume the mechanical failure takes one hour to repair. One thousand and fifty passengers (1,050 - the hourly capacity of the Gondola) are delayed by an hour in arriving at the resort - and in reality, all the others waiting to get on at the bottom are also delayed by an hour - perhaps another 500 to 1,000? Now you have at least 1,050 cumulative hours spent waiting in the delay, and perhaps as much as 2,000 hours. The Bus solution also carries more than 1,000 passengers per hour. But when a bus fails (UTA could provide the statistics on its mechanical failure rate), only 42 people are delayed by an hour, while the other busses run without problem. Diversification - busses provide diversification against mechanical failure. The lost or "wasted" hours spent awaiting a mechanical fix are 96% less per incident in the Bus solution.

Is the Gondola more sexy than Busses? Sure - of course aerial tramways are beautiful. But in this use case, would you want to pay 15% to 20% more for a solution that actually reduces efficiency compared to the less sexy, but cheaper, faster, and lower risk solution?

I might also encourage you to also consider adding heavy tolls to any traffic heading up the canyon on a busy day. Similar to the Utah Jazz' flash seats, motorists who still want to drive can do so based upon a finite number of day (or possibly hourly) licenses, with an auction system that opens at 6:00 a.m.; similar to the way computers match buy and sell orders in the capital markets, or HOV lanes are priced based upon demand, the market price for a car would be determined based upon demand that day or hour (maybe \$50 for a car on President's Day when there is two feet of fresh powder, and maybe only \$2 on a day in May when Alta is closed and almost no one is heading up to Snowbird). The cost of the license would be used to cover the cost of the Bus+ solution, thus making it very affordable for anyone to ride the bus. This solution attempts to add sensitivity for lower-income families and individuals who want to use the canyon's services, but may not be able to afford the hefty price tag of driving a personal vehicle on the heaviest days of the year. Of course, lower-income folks would likely be able to afford traveling in the canyon on non-peak days.

Thank you for your time in considering this rebuttal to the Gondola Works' large budget that is attempting to sway people to its solution. Hopefully logic wins over marketing dollars spent.

COMMENT #: 12409
DATE: 9/3/21 9:22 AM
SOURCE: Website
NAME: Erin Cottle Hunt

COMMENT:

I am writing to express my opposition to the proposed Gondola in Little Cottonwood Canyon. (A Gondola would degrade the natural beauty of the canyon.) The expense of building a Gondola does not justify the expense, in my opinion. I am also opposed to designing a transportation system that maintains the current level of personal cars while transporting more people up the canyon during ski season.

Therefore, I join SL Country, SL City and other user focused groups to urge UDOT and the State of Utah to pause the process and reconsider our goals. Please adequately fund programs that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems before tearing up LCC to construct new and unproven solutions. Some of these proven systems and programs could include:

- Tolling
- Increased funding for more buses and bus service
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front. Instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd.
- Shuttles vans to transport dispersed recreation users to trailheads
- Express bus and shuttle routes that deliver people directly to their destination
- Optimized ski resort navigation to reduce resort congestion
- Traffic controls
- Double stacking
- Managed and reversible-lane alternatives

I am concerned that without a plan in place to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. Increased capacity will also inevitably lead to increased ski resort expansion pressures. I am against any future ski resort expansion outside of their current footprints.

Thank you,
Erin Cottle Hunt

COMMENT #: 12410
DATE: 9/3/21 9:23 AM
SOURCE: Website
NAME: John Mason

COMMENT:

I would like to thank the participating partners for all the time and effort expended toward finding a solution for the traffic and congestion problems impacting Little Cottonwood Canyon. I would also like to thank you for the opportunity to comment on this important process.

Both of the two preferred alternatives put forward will permanently alter the appearance of Little Cottonwood Canyon. Because of the negative impacts of either of these proposals, I would recommend taking a longer look, and considering a more incremental phased approach as a first step toward addressing the problems, while working to minimize the overall impact on the canyon.

- Pause the current process for 2-3 years.
- Implement an enhanced bus system, utilizing the existing roadway, possibly with minor enhancements.
- Implement tolling and possibly prohibit single-occupancy vehicles on peak days to discourage individual driving and encourage bus utilization.
- Implement this phased approach for 2-3 years, then evaluate the results and undertake additional planning as needed.

Of the two proposals in the draft EIS, I believe that the enhanced bus alternative is the preferred approach. This alternative is much less obtrusive than the gondola alternative in terms of visual impact throughout the canyon and provides for better mobility than the gondola approach.

My reasons for preferring the enhanced bus approach are as follows:

- Preference should be travel time (mobility), as that affects all users every time the canyon is accessed. Reliability should be secondary, as the extreme weather conditions that the gondola attempts to favorably address only occur on a limited number of days each year. The bus option provides for better mobility compared to the gondola under most conditions
- The bus is more flexible - busses can be added as needed. Schedules can be modified to adjust to fluctuating demand.
- The impact of the gondola is extreme compared to the bus option. Modification of the roadway would be an incremental impact to existing infrastructure, while the gondola would be new and much more visible. The height of the gondola towers would make them much more visible than the proposed roadway modifications. The gondola would change the appearance of the canyon corridor from most vantage points within the canyon. While the roadway is frequently hidden by adjacent trees when viewed from a distance, the gondola would tower well above the trees and be much more visible.
- The road will always be needed to service the canyon and resort infrastructure. That right-of-way already exists and offers the least disruption if modified. The narrow canyon cannot afford another major right-of-way as required by a gondola. While the roadway modifications would increase the footprint along the current right-of-way, the new gondola right-of-way would require disruption of previously undisturbed areas far outside the existing road right-of-way.
- The gondola would involve longer travel times, frequently much longer, requiring multiple legs for many users. The first 1,500 users would fill the parking garage at the gondola base; all others would need to utilize a bus leg to get to the gondola. Considering that there are several thousand resort employees who would be encouraged to use the gondola there would be limited parking available for skiers at the gondola base.
- I contend that the reliability of the gondola would likely not be as good as advertised. Gondola operation could be affected by wind, ice, lightning, and avalanche control.
- The gondola would only serve people accessing Alta or Snowbird. All other canyon users would still need to use the road. The canyon modifications should be made with all canyon users in mind, not aimed primarily toward the resort-based subset of users.

In summary, I feel that the impact of the gondola on the canyon is too great, and that it should not be the first approach to solving the congestion problem. I would also recommend that a comment period, with further evaluation, should be offered after the final EIS is issued in the future.
Thank you again for the opportunity to participate in this process.

COMMENT #: 12411
DATE: 9/3/21 9:23 AM
SOURCE: Website
NAME: Mandy Mckenna

COMMENT:

I love to recreate in LLC. Please do not make changes that destroys bouldering and rock climbing in the canyon in any capacity. Look beyond the resorts at what makes the canyon so special. Don't ruin it for those of us that only go there for bouldering and climbing.

COMMENT #: 12412
DATE: 9/3/21 9:23 AM
SOURCE: Website
NAME: McKensee Harris

COMMENT:

Widening the road and creating structures for a gondola are both very drastic changes to make for the canyon from its current status of no regulation. Before impacting the environment and watershed in such an intense way, there are other measures that we should try to improve congestion.

Free busses

Toll System

Traction Regulations

A gondola is really only benefiting two private companies and focusing on the high traffic winter weekend/powder days. You don't build a church for Christmas.

COMMENT #: 12413
DATE: 9/3/21 9:25 AM
SOURCE: Website
NAME: Richard Jirik

COMMENT:

My name is Richard Jirik and I am a 20+ year resident of Utah, most of that time spent residing in Taylorsville. I am a member of the Wasatch Mountain Club and have hiked and snow shoed many times in Little Cottonwood Canyon.

I want to take this opportunity to thank UDOT for the effort it has put into this EIS process. Nonetheless, after having reviewed the two alternatives proposed in the Draft EIS, I do not believe that either one is the correct approach at this time to address the reliability and mobility issues with respect to traffic on SR210 in Little Cottonwood Canyon.

Both of these proposals---the Enhanced Bus Service/Widening of SR210 in LCC or the Gondola B alternative---are premature at best and represent costly solutions that would cause further environmental and/or aesthetic degradation to LCC.

Widening SR210 from two to four lanes and the construction of two snow sheds will be a monumental engineering challenge that is likely to adversely impact, at least during the construction phase, the water quality of Little Cottonwood Creek. Despite employing the best management practices, it will be almost impossible to prevent the sediment load of Little Cottonwood Creek from increasing and impacting downstream users of that water. Moreover, the snow sheds will be a visual blight on the landscape. While I commend the idea of utilizing the outside bus-only lanes for cyclists and pedestrians during the remainder of the year, this alternative primarily serves only skiers as bus service would only operate during the ski season. Thus most other recreational users, including hikers, climbers, backcountry skiers, and those snowshoeing would still need to drive up LCC.

The Gondola B alternative is predicated, I assume, on the assumption that the Wasatch Mountains snowpack will not be adversely affected by climate change and that the extent (duration) of the ski season will remain essentially the same in the future. We as a society have sadly underestimated the effects of climate change and the ability for natural conditions to change more quickly than anticipated, often with dire results such as the ongoing mega-wildfires in the western United States. I think it is folly to assume our future annual snowpacks will be similar to those in the past, both with respect to water content and the duration of snow precipitation events in a given winter. A number of factors point toward smaller snowpacks over the long term in the Mountain West as the climate warms. The uncertainty over impacts to the snowpack over the next several decades should, at the very least, give us pause about spending millions to construct a gondola to service Alta and Snowbird.

Both preferred alternatives would be expensive, costing hundreds of millions of dollars, even if the controversial widening of Wasatch Boulevard is excluded. And both alternatives would primarily benefit downhill skiers and the Alta and Snowbird resorts, as neither the Enhanced Bus Service or Gondola B alternatives, as proposed, would allow for any stops along SR210 except at the resorts. Which raises the question, who exactly would pay for either of these alternatives, assuming UDOT selects one of them ? It would be unfair to saddle taxpayers of the state or county with the entire bill when Alta and Snowbird stand to profit handsomely from the implementation of either proposal. Public perception is very powerful. If the public thinks it will be stuck with the entire cost of financing, without assistance from the resorts, I predict public opposition could sink whichever of these two alternatives UDOT ultimately selects.

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the study attacked for advocating either too small or large a carrying capacity. Thus, I would suggest that such a study be performed by a credible institution having no potential or perceived conflict of interest, such as Utah State University or the University of Utah. Both of these institutions have people with expertise in this field.

Aside from a study to determine carrying capacity, here are my suggestions for resolving the traffic issue on SR210 in LCC.

1) Instead of implementing either of UDOT's preferred alternatives, establish year-round flexible bus service for LCC in conjunction with tolling for most private vehicles accessing the canyon. This option would be considerably less costly than either of the two preferred alternatives that UDOT has presented in the Draft EIS. Toll rates would be based on vehicle occupancy, with the objective of incentivizing drivers to take public transit to access LCC. Toll rates per vehicle would be based on a sliding scale, with the toll per person decreasing as vehicle occupancy increases. Establish mobility hubs at the gravel pit and one other location (9400 S and Highland ?) or possibly at or near a TRAX station. Flexibility is the key to making this proposal work, and it is envisioned that bus schedules and frequency; tolls for private vehicles; vehicle traction requirements; vehicle permits for canyon residents, resort workers, etc. would be refined over several years. In the winter months buses servicing skiers would drive directly to Alta or Snowbird without stopping, while a lesser number carrying backcountry skiers, climbers, and snow shoers, would make stops at various trailheads. Buses could be replaced with cleaner more efficient models as technology evolved. Tolling along with convenient, frequent, and affordable bus service could significantly reduce the number of private vehicles going up the canyon during the ski season, particularly on weekends and powder days.

2) Increase enforcement of the UDOT Cottonwood Canyon sticker program to ensure vehicles are compliant with snow tire and chain requirements under the Traction Law, making the traction inspection part of vehicle emissions testing.

3) Make a decision on whether to widen Wasatch Boulevard after the flexible bus/tolling program has been in effect for at least a year. Admittedly, such an action would probably require a separate EIS. Safety, including a 35 mph speed limit and adequate pedestrian access, should be prioritized to allay local residents' concerns.

4) Reassess the year-round bus service/tolling program after one, two and three years via public meetings and a public comment period. If the program fails to significantly reduce traffic congestion on SR210 five years after implementation, UDOT, in conjunction with other state and federal agencies, could reinitiate the EIS process and reconsider the original alternatives presented in the Draft EIS.

COMMENT #: 12414
DATE: 9/3/21 9:25 AM
SOURCE: Website
NAME: Marina Hoggan

COMMENT:

Please reconsider the construction in LCC. The landscape of this mountain range is what makes Utah and the Salt Lake City area so beautiful and unique. Adding additional lanes or a gondola will permanently alter and destroy parts of this landscape, reducing beautiful natural areas that make living here so special. This city and its surrounding areas are turning into a tourist hub, and I hope we do everything we can to limit that. LLC offers so much more than skiing in the winter time. The bouldering and hiking in the warm months are unparalleled. Please consider the preservation of this beautiful, ancient land.

COMMENT #: 12415
DATE: 9/3/21 9:25 AM
SOURCE: Website
NAME: Derek Campbell

COMMENT:

UDOT should take into consideration the look of having a tram go up the canyon. This would ruin the look of the canyon as would widening the roads and increasing traffic. I would support more busses for public transportation until they could get a viable public transportation like a train. It could run from the airport all the way up the canyon.

COMMENT #: 12416
DATE: 9/3/21 9:26 AM
SOURCE: Website
NAME: Erika Doty

COMMENT:

Traffic in Little Cottonwood Canyon is a concern year-round, not just in winter and not just for skiing. The gondola will only help mitigate SOME traffic issues to/from the ski resorts during a few months in the year. This expensive project does nothing to help the non-ski resort traffic - we will still need to drive a car to trailheads, Albion Basin, and other points of interest in the canyon. Please consider a tolling system (lower rates for locals?), carpool passes, hiking permits, a massively increased bus system (perhaps the ski resorts could invest in their own busses?), and other options that will cost less to implement and can easily be removed if they aren't successful. Don't ruin our beautiful canyon just to help a few extra people get to the ski resorts each winter.

COMMENT #: 12417
DATE: 9/3/21 9:27 AM
SOURCE: Website
NAME: Jane Sims

COMMENT:

I would like to speak out against the idea of a gondola in LCC.

Here are my reasons to oppose this:

1. The majority of the winter traffic issues are due to the current business model of the ski resorts. They have oversold tickets and created crowded conditions on the mountain. Their business model has encourages millions of additional tourists to come to Utah's canyons. You might think this is good, but their travel increases the impact on global warming significantly, compared to a local taking a 30-minute drive up the hill.
2. The proposal does not require the resorts to pay for the infrastructure changes, when they are the cause, and puts the burden on tens of thousands of taxpayers who do not use the resource. This is unfair.
3. A gondola is inconvenient as heck. Many people need to be able to get back and forth from the slopes to their homes or businesses quickly. Being forced to ride a gondola or pay several hundreds of dollars to park on public lands is an affront.
4. The ski resorts need to plan for parking structures to ensure the roads remain clear of obstruction.
5. Why not consider a monorail that traverses the north slope of the canyon - away from the main avalanche paths and the roadway. It's fast, clean, cheaper and safer than a gondola, and cost-efficient. The ski resorts can pay for half.

COMMENT #: 12418
DATE: 9/3/21 9:28 AM
SOURCE: Website
NAME: Sandra Luo

COMMENT:

No gondolas! Our tax dollars shouldn't be going toward something that only the ski resorts will benefit from, especially if it drastically alters and impacts the surrounding environment.

COMMENT #: 12419
DATE: 9/3/21 9:28 AM
SOURCE: Website
NAME: Missy White

COMMENT:

I don't think it's a very good idea to put in a gondola or extend the lanes. It is not fair to many as well as prevents people from climbing on the great bouldering that is available up the canyon.

COMMENT #: 12420
DATE: 9/3/21 9:30 AM
SOURCE: Website
NAME: Richard Jirik

COMMENT:

My name is Richard Jirik and I am a 20+ year resident of Utah, most of that time spent residing in Taylorsville. I am a member of the Wasatch Mountain Club and have hiked and snow shoed many times in Little Cottonwood Canyon.

I want to take this opportunity to thank UDOT for the effort it has put into this EIS process. Nonetheless, after having reviewed the two alternatives proposed in the Draft EIS, I do not believe that either one is the correct approach at this time to address the reliability and mobility issues with respect to traffic on SR210 in Little Cottonwood Canyon.

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COMMENT #: 12421
DATE: 9/3/21 9:31 AM
SOURCE: Website
NAME: Seth Greenwood

COMMENT:

Please do not destroy our boulders and climbing walls! There are few places like this where one can go in the afternoon and freely climb in nature. With more construction, these areas are being threatened, and as a result, bouldering and sport climbing is being threatened.

COMMENT #: 12422
DATE: 9/3/21 9:33 AM
SOURCE: Website
NAME: Michael Allegra

COMMENT:

I am writing in support of the enhanced bus alternative with the following caveats. The entire process has an inherent bias towards increased auto use and was never intended to fairly consider transit's strength and transit alternatives. Transit was not considered in a way to look at how transit could and should work; the purpose and need and alternatives were developed from a road-centric perspective -- not how transit could best accomplish moving people. Adding transit to the analysis was an afterthought. Any proposal for these canyons should be for year round service. Making a major capital public investment for just a peak time is bad public policy. The report ignores summer travel which has become larger and worse than winter travel. UDOT's scope does not support a regional travel market, as it should. One impact of this is that enormous parking structures at the mouths of the canyons were evaluated in isolation and the cost of impacts of parking lots compared to connecting transit to the canyons has not been evaluated and should be. The connectivity to UTA's existing transit service is essential to a viable and sustainable transit solution. The report does not address Big Cottonwood Canyon. The problems here are interconnected. When traffic is severe in one canyon the user will inevitably travel to the other canyon or another ski resort outside of the Wasatch. Most of the costs associated with this proposal are to support the auto. A minimal portion is for transit. This enhanced bus proposal has 2 additional lanes added to the canyon under the guise of bus lanes in the peaks and bicycle/pedestrian use in other times. In my experience, UDOT will ultimately be forced to use them as auto travel lanes. When the car lanes get congested, there will be excessive pressure to allow cars to use the bus 'shoulders'. Typically, when cars start using lanes, it's VERY hard to stop or change that behavior.

Avalanche sheds will be built across the entire 'roadway'. These are massive structures costing millions of dollars. They will be a forever eyesore and maintenance headache and perpetuate the long term use of the auto. Once they are built, the public will expect that they be used. In most cases, they will be built to accommodate at least 4 lanes of 'traffic'. In summary, the enhanced bus solution should start with increased bus service and none of the concurrent investment to promote more auto use until a more comprehensive, regional solution is available.

Additionally, the visual impacts of a gondola will forever destroy the reason that most people want to go to these mountains. This is a big issue. It's a visual catastrophe. In addition to the massive towers, the gondola has cabins spaced every couple hundred feet that remain throughout the season. It is difficult to adjust for demand and remains an visual eyesore. Each cabin only accommodates up to 35 passengers able bodied people and heating and air conditioning is limited. An evacuation plan for emergency escape is very challenging and dangerous. As such, there are no intermediate stops proposed in the canyon. Lastly, an aerial system of this size and scale has never been built in the world. Is Utah willing to be the research and proving grounds? I recall UDOT's efforts with Syn-crete on I-15.

The COG train would provide the best, most environmentally sensitive, long term, year round, regional, affordable and efficient solution to this canyon. The COG could be built for half the UDOT recommended costs by using experienced mountain transit designers, contractors and vehicles. A rail system could seamlessly tie into the regional rail system making it convenient and accessible to residents and visitors.

Taking cars out of the canyons (like Zions National Park) would have the best positive impact on the environment. The COG would run year round and should be connected to the existing TRAX network. The network would connect to downtown and the airport. A one seat ride would be available. The trains would stop at trailheads. The alignment would be visually hidden and not an eyesore. Service could fluctuate by time of day and season. Trains can accommodate all public uses including the disabled, bikers and hikers. The fares would pay for most of the costs. Lastly, a Public-Private

Partnership (PPP) validating a much lower capital cost was submitted and rejected by UDOT on the grounds that it duplicated what they were already studying but failed to acknowledge the significant cost savings. UDOT did not evaluate rail adequately, failing to consider train alignments and approaches that would work, serve the public, and minimize or mitigate environmental impacts.

COMMENT #: 12423
DATE: 9/3/21 9:34 AM
SOURCE: Website
NAME: Fox Croasmunchristensen

COMMENT:

A gondola in Little Cottonwood would ruin the view to a greater extent than it already has been ruined by having a road. It will also not change the fact that many will still want to drive up the canyon to get to specific points not easily accessible by the gondola, meaning traffic will still be a concern.

COMMENT #: 12424
DATE: 9/3/21 9:34 AM
SOURCE: Website
NAME: Ken Ringsen

COMMENT:

The problem with LCC is that demand is proportional with weather and closures. When weather is at it's worst forcing a road closure, demand is at it's peak. No ground surface transportation option will work (other than snow sheds or tunnels which are an environmental abomination) because they don't circumvent the problem and are dysfunctional during peak demand. The gondola is the only option which makes feasible sense and is fully functional during peak demand. Don't listen to these environmental groups, they're not seeing the forest for the trees. They are only proposing enhanced road service that is equally useless as the road in severe weather.

COMMENT #: 12425
DATE: 9/3/21 9:35 AM
SOURCE: Website
NAME: Jake Featherstone

COMMENT:

I am a Cottonwood Heights resident, Utah native, and lifelong Snowbird skier. I'm currently 38 and in the past several years I've never experienced traffic either Cottonwood Canyon anywhere near the degree we are currently experiencing. I am in strong support of the gondola. We MUST create some kind of sustainable, avalanche-proof mode of transportation that alleviates canyon road traffic. Be it a gondola, train, or some other form of transportation, both Cottonwood Canyons are in dire need of a modern transportation solution immediately. With that said, my only concern is that these solutions do not cut off backcountry to climbers, backpackers & hikers, backcountry skiers and the like. I realize this is an extremely difficult problem to solve - however, a gondola with an expanded road and gate fee below seem to be very viable options.

COMMENT #: 12426
DATE: 9/3/21 9:36 AM
SOURCE: Website
NAME: Ashley Bingham

COMMENT:

LLC is a place of beauty and recreation. It is a place to gather and enjoy family and friends. It also happens to be the location of two ski resorts. The proposed direction for capacity and travel up the canyon are in direct opposition to the reasons we all flock to the mountain. I urge you to stand with the SL Country, SL City and other user focused groups to pause the process and reconsideration what we're really trying to do and why. Please adequately fund programs that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems before tearing up LCC to construct new and unproven solutions.

Some of these proven systems and programs could include:

- Tolling
- Increased funding for more buses and bus service
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front. Instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd.
- Shuttles vans to transport dispersed recreation users to trailheads
- Express bus and shuttle routes that deliver people directly to their destination
- Optimized ski resort navigation to reduce resort congestion
- Traffic controls
- Double stacking
- Managed and reversible-lane alternatives

Again, I am concerned that without a plan in place to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. As recent drought weather has shown, watershed should be among our top priorities.

Thank you for seriously considering the comments of concerned citizens in this process. I commend UDOT for seeking and allowing public comment many ways.

COMMENT #: 12427
DATE: 9/3/21 9:36 AM
SOURCE: Website
NAME: Christina Pride

COMMENT:

As a climber, I am deeply concerned about this plan. A gondola and widening the road will both take away my and my fellow climbers activities. Salt Lake is the leading city in climbing and climbing activities. It should be taken just as seriously as skiing and snowboarding. My suggestion is a bus drop-off and that's it. Considering the snow season is only in the winter and climate change is quickly shortened that season, a plan for a gondola and widening the road seems like a huge, massive waste of money. Bus rides or nothing at all!

COMMENT #: 12428
DATE: 9/3/21 9:37 AM
SOURCE: Website
NAME: J Jensen

COMMENT:

A reservation system is needed at the resorts. If the gondola or buses remove a large portion of cars, and it is still a free-for-all, "first come first served" atmosphere at the resorts, other people will just drive and we will be back to square one. Require Snowbird and Alta to mandate a lift pass and parking reservation system as the first step.

I'm concerned that either an expanded bus system or gondola may be underutilized since people love the convenience of their cars.

I am concerned about the negative visual impact of the gondola system.

Seems like experimenting with expanded bus service would be a lower risk first step, instead of going all in on a gondola.

Lastly, I express my thanks to the excellent people at UDOT for the hard work and creative thinking they have put into this problem.

COMMENT #: 12429
DATE: 9/3/21 9:39 AM
SOURCE: Website
NAME: Douglas Jensen

COMMENT:

I would like to see the gondola become the plan. It would generate revenue all winter long and all summer long via tourist's and locals enjoying a beautiful scenic ride.

COMMENT #: 12430
DATE: 9/3/21 9:40 AM
SOURCE: Website
NAME: Rick Jones

COMMENT:

The natural and scenic values that make Little Cottonwood Canyon so popular represent ecosystem services that benefit the local and regional economy. Degrading these values will lessen the attractiveness of this geography to residents and vacationers alike.

COMMENT #: 12431
DATE: 9/3/21 9:40 AM
SOURCE: Website
NAME: John Zumbrennen

COMMENT:

Gondola to overcome the avalanche factor for the canyon. Busses = diesel smog and are slow.

COMMENT #: 12432
DATE: 9/3/21 9:41 AM
SOURCE: Website
NAME: Kellee Gard

COMMENT:

It is absolutely not okay how you think destroying the land for a completely senseless purpose. Widening the roads is not a valid reason to completely destroy this land that is loved and cherished by so many climbers and families. Y'all make me sick. Humans thinking they have the right to destroy land is the most narcissist and selfish behavior in our species; please do not propagate this behavior.

COMMENT #: 12433
DATE: 9/3/21 9:41 AM
SOURCE: Website
NAME: Brendan Perkins

COMMENT:

Dear UDOT,

I appreciate your efforts to find a more acceptable transit system for LCC. I have lived in Salt Lake my entire life and have seen the transit challenges increase over time to the point that I don't want to go up LCC during the winter to ski with my family due to the long lines getting up the canyon and back down at the end of the day.

I am a life long climbing in Salt Lake and grew up climbing on the roadside boulders in LCC. Those boulders are world class and provide such an amazing way to recreate just outside of the city.

Widening the road would eliminate so many of the boulders and would forever change the landscape that so many enjoy. Of the two final choices, my preference would be for the gondola solution due to the lower impact on roadside boulders. I would encourage you to place poles where bouldering areas are not present in order to minimize the impact on this invaluable natural resource.

I stand with the entire SLC climbing community in opposition to the road widening proposal and strongly encourage pole placement for the gondola solution to minimize boulder destruction.

Thank you for all of your efforts!

Best regards,
Brendan Perkins

COMMENT #: 12434
DATE: 9/3/21 9:41 AM
SOURCE: Website
NAME: Samuel Bloom

COMMENT:

I support a phased approach!!! Please explain to me the rationale for not using all available resources to mitigate this problem before constructing a \$592 million dollar tax payer donation? Why would you not enforce the traction law, then toll the canyon? What will happen if the canyon experiences high winds and the gondola cannot run so that people who took the gondola cannot make it back down the canyon? Will there be infrastructure in place to remove these people? It is unfair that the gondola will only serve the resorts. This does not fit with your mission statement as there are other users of the canyon! Please do not build a gondola. If the gondola does not solve the traffic you will resort to strategies that can be implemented now.

COMMENT #: 12435
DATE: 9/3/21 9:42 AM
SOURCE: Website
NAME: Aimee McVey

COMMENT:

Both transportation solutions pose more harm than benefit: severely hindering climbing culture in the canyons, harming flora and fauna, and causing severe transportation problems as either of these options are constructed.

Why aren't there more buses running from the base of the canyon so wait times aren't astronomical, causing people to want to drive in the comfort of their own cars? Why is there so little space in park and ride lots? Why is it so difficult to take public transportation to the park and ride lots from prime population areas such as downtown? Providing opportunities to much more easily take public transportation without the additional headache would certainly create an increase in its usage with the added benefit of much quicker implementation and much less impact on any other activities and/or animals in the canyons. Skiing isn't the only activity that takes place in the canyons and destroying them to create greater access to only 2 ski areas does not make economical, functional, or logical sense. There are other options.

COMMENT #: 12436
DATE: 9/3/21 9:42 AM
SOURCE: Website
NAME: John Zumbrennen

COMMENT:

Gondola overcomes the avalanche issue and allows scenic ride up canyon. Busses = smog

COMMENT #: 12437
DATE: 9/3/21 9:43 AM
SOURCE: Website
NAME: Rue Zheng

COMMENT:

PLEASE DO NOT GO THROUGH WITH THIS PROPOSAL. LCC is known worldwide for it's unaltered nature and climbing. Altering the peace for the benefit of a resort will only cause a divide and further shift the culture of Utah to one of capitalism over people. Please leave the mountains as they are and listen to your local people.

COMMENT #: 12438
DATE: 9/3/21 9:43 AM
SOURCE: Website
NAME: Carl Yeip

COMMENT:

Please find a solution to this that isn't destroying climbing or putting in a gondola. Thanks!

COMMENT #: 12439
DATE: 9/3/21 9:43 AM
SOURCE: Website
NAME: Christopher Rimer

COMMENT:

Gondola Alternative B continues to meet both the goal of the project, while alleviating the delays or closures associated with avalanche-prone periods. Given the growth projected for the Canyon, this seems to be a strong means of fostering healthy and clean use while assuring a viable transportation option for decades to come.

COMMENT #: 12440
DATE: 9/3/21 9:43 AM
SOURCE: Website
NAME: Sam Bloom

COMMENT:

I support a phased approach!! If the gondola is in proximity to fire, will it and its necessary infrastructure be damaged? Will the gondola survive another earthquake in the valley? What about a windstorm? What about mudslides or rock fall in the canyon?

COMMENT #: 12441
DATE: 9/3/21 9:45 AM
SOURCE: Website
NAME: Tom Larsen

COMMENT:

Improvements for ALL, not just a few.

Priority #1

Emphasis and design should be focused on the North/South commuter flow with smart/safe traffic patterns to accommodate multi-modal commuter options for ingress/egress to/from business and residential properties. The objective should not alter the landscape with “super slabs” of concrete affording motorists the temptation to race from one stop light to the next stop light. Please design a commuter experience that accommodates multi-modal commuter’s needs allowing walkers, cyclists, motorists to “move through” the area respecting the natural flow of the Wasatch Foothills.

Priority #2

Traveling Utah’s scenic State Roads (SR210, SR190) must remain “SAFE” and hopefully “ENJOYABLE”. Widening/adding lanes will transport people to limited parking areas faster but then what? No Place to Park! Should the conversation transition from “more people, faster” to “ensuring a quality experience while protecting Utah’s treasured resource (s)”?

Flexible bus transportation can accommodate access to many points of interest up/down both Big/Little Cottonwood Canyons. Please explore the viability of a flexible bus system before any major infrastructure permanently alters our landscape. Be smart with Tax Payers money and build parking and restroom facilities to accommodate increased visitor load.

Priority #3.

NO GONDOLA. This proposal stinks of miss appropriation of TAX PAYER FUNDS. Shame on you for thinking that State and Federal funding could be appropriated to support private interests. The Gondola concept has three destinations and beneficiaries. 1-Base Area. (Privately Owned Property). 2-Snowbird. (Private Entity). 3-Alta. (Private Entity). Who’s the real beneficiary? What happened to the Mountain Accord project that addressed transportation issues/concerns for all the Wasatch Front/Back? If Snowbird and Alta feel it is in their best interest to transport patrons via “gondola”, let them invest their private \$. Let them apply for building permits, address the environmental impact concerns, ecological alterations, aesthetic implications that will forever scar and change the Wasatch Front. You must pause on both EIS recommendations. Please be judicious and responsible and address the BIG PICTURE which includes Capacity- #’s of visitors, Demand on infrastructure, Environmental Protection, and Aesthetic Preservation. Small changes will forever alter our Wasatch Mountains. You must get it right. For ALL of us!

COMMENT #: 12442
DATE: 9/3/21 9:45 AM
SOURCE: Website
NAME: Blake Juhl

COMMENT:

Now is the time to make a statement by being a leader in the ski industry and in canyon traffic management. When out of staters plan a ski trip...the Gondola would likely be a big draw...bringing more \$\$\$ to our cities and state. It is time to be innovative...be different...

COMMENT #: 12443
DATE: 9/3/21 9:45 AM
SOURCE: Website
NAME: Joe Tanner

COMMENT:

Why has the timeline for these construction projects not been announced? I am in the construction business and know that a multi-year project is often years behind schedule, yet there is always a timeline. The watershed is the most vulnerable during construction and it is insufficient to say the "impacts will be temporary". A multi-year construction project will hardly be temporary in the lives of those of us who use the canyon or drink water from our watershed.

Building parking structures in the valley would be the most logical. I support this with an increase in the bus service. Parking lots throughout the valley would increase profits to small/large businesses located near the lots. For example REI, momentum climbing and IME are all recreation affiliated companies and having a mobility hub maybe in the Smith's parking lot would be really smart..... I am positive they would be on board with bringing customers to their door.

Please build mobility hubs and improve the current bus system. It is the only logical way to resolve traffic now and respect tax dollars and people. I would like to be respected, I would like our canyon to be respected, and I would like the wishes of our smart residents to be respected.

COMMENT #: 12444
DATE: 9/3/21 9:47 AM
SOURCE: Website
NAME: Alan Buchanan

COMMENT:

The gondola option is too expensive, funding burden on local citizens too ill defined, & return-on-investment too small for this grand scheme. Electric or natural gas busses with a select few snow sheds is a more practical & less environmentally impacting solution. It is the right-sized solution for a critical problem. We're also concerned about major changes already underway in our Little Cottonwood Neighborhood (i.e. new pipeline & La Quaille access) that are occurring without neighborhood input or public comment. Not good public relations!

COMMENT #: 12445
DATE: 9/3/21 9:48 AM
SOURCE: Website
NAME: Samuel Bloom

COMMENT:

Will the gondola withstand this?

I support a phased approach!! Please do not construct in the canyon without exhausting all other options.

<https://www.ksl.com/article/46613511/utah-flooding-causes-mudslides-evacuations-and-closes-little-cottonwood-canyon>

COMMENT #: 12446
DATE: 9/3/21 9:48 AM
SOURCE: Website
NAME: Christoper Grieb

COMMENT:

The gondola and bus lane widening proposed solutions would permanently damage numerous regularly used recreational areas in addition to harming our watershed. Once these areas have been destroyed, as a result from constructions for the above listed solutions, we can never replace them. They are gone for good. Additionally, the gondola solution only benefits the ski resorts, specifically Alta and Snowbird. Zero benefit is provided to the general public. Considering that Salt Lake City residents will be paying for it, this is a terrible deal. The bus lane widening would only exacerbate traffic and add additional pollution to our already fragile Salt Lake City ecosystem.

COMMENT #: 12447
DATE: 9/3/21 9:49 AM
SOURCE: Website
NAME: Kara Grieb

COMMENT:

I have listened to the UDOT podcast and read articles on the options. I live in Sandy and love spending time in Little Cottonwood Canyon. I do a lot of hiking and climbing. I'm against the gondola option. This will totally change to look and feel of the canyon. I also worry an 8 mile line gondola line will have big environmental impacts. The gondola would be paid for by tax dollars and only help the ski resorts. It will also impact a lot of classic boulder problems that are a big part of the history of the canyon. Climbers come from all over the world to climb on these boulders. Widening the road will also impact boulders and the environment. I suggest looking at adding more buses and limiting traffic on really busy snow days. Maybe you look at closing the canyon to most traffic on snow days. Like Zions National Park does You could only run buses, workers and those that live there up on those days. Everyone else would have to take buses. Build the big parking garage on the La Caille property. Cars could park here and catch buses to ride up the canyon. Please protect the boulders and environment of the canyon. Also, look at an option that would be beneficial to the locals and not just the ski resorts. Thank you for the opportunity to submit feedback.

COMMENT #: 12448
DATE: 9/3/21 9:49 AM
SOURCE: Website
NAME: Nicolina Baldassari

COMMENT:

Udot

The wasatch mountains have been my home for the past 21 years. Now that may not sound like a long time you, but it's a lifetime for me. I grew up on what is know as "the greatest show on earth" and maybe you have too. There is nothing better than the snow our cottonwood canyons produce hence why millions of people travel to the great state of Utah for only one thing; the feeling of floating on pow. As we all know, there has been many, if not several issues regarding the transportation systems within both canyons, more particularly, little cottonwood canyon. We know there are problems and issues that need to be solved. But we need to take a closer look at what solutions are the right solutions instead of making a decision solely off of what major companies want. We see solutions such as enhanced bus services, or a gondola operation from the base of the canyon to each of the resorts. There's a couple viewpoints on each, and I'll go over the pros and cons.

I want you to keep in mind after I have mentioned that I am a local of the area. I was put on skis as a little girl and made little cottonwood my home. I was a little girl who fell in love with this range of mountains and all it had to offer. How could we ever be so lucky to have something of such greatness within our backyards. Yet we choose to exploit it in certain ways but also protect in others. As someone who take that 5 minute look at the canyon from my front porch, I appreciate what we have, the views, the magic this little canyon holds, the love it brings to so many Utahns. I chose to work in LCC and become a steward of the land along with that. What I am trying to say that if we choose to implement a gondola, that view will be ultimately wrecked. You would be defacing what little cottonwood is known for; it's beauty. Our little canyon doesn't need to be anymore commercialized than it already has become. Yes we have ski resorts, yes we have millions of people visit every season, but that does not mean there shouldn't be a capacity limit. The canyon was never designed my Mother Nature to withhold the amount of people we see today enter our canyons on a pow day. I think that we as humans exploit the canyon in a way where it just cannot hold the amount of people we let in anymore. By operating a gondola system, we are allowing even MORE people to enter our canyon. And what for? For the resorts to make more money? What is the objective here? A gondola would be increasing even more humans into the canyon where I believe the problem here is that there is too many people allowed in. You are ultimately overflowing the canyon with more bodies, such as pouring water in a glass that is already full. With that being said, do you understand the lines we are going to be seeing just to ride the gondola? Are we taking a look at how the parking to ride the attraction will become full, therefore causing more traffic to the base of the canyon. You are evidently causing more corruption on the roadways regardless. The gondola is nothing more than an attraction to tourists, or one would say, a theme-park ride. Yes it gets people on the mountain, but can we exceed the goal without the massive towers that blocks the beauty and meaning of the canyon. The gondola is also a very expensive alternative, a marketing ploy. We do not need little cottonwood canyon to become the next disneyland. The only thing this gondola would be supporting is the resorts, not the public. Let's also talk about avalanche artillery. The gondola wouldn't operate if the artillery is being used for avalanche mitigation since the shells would be passing over the towers and cables. Let alone, how would they be able to operate in high winds when storms roll in?

Now to our second solution. Which in my eyes, better than the gondola option, but still not a great one. We have seen in the past years many people use the bus system we already have implemented, I including my myself have used more then 100 times to transport myself up the canyon. We already have the system. We already have people using it. Why can't we just enhance this service, making it easier for the land and us. I believe enhancing the bus system by adding more buses, and perhaps adding that bus lane would be the best probable solution for little cottonwood. Let's not spend more money on a gondola when we already have the steps set into place for the bus alternative. Once you

implement a gondola, there is no going back. If you regret that decision or it doesn't solve your problems, you are still left with it for life. Don't mess this up because there is no going back. Let's utilize the road we already have, put the models behind us, and use some common sense. Electric buses= better for the environment. Implement ways to make it easier for the public to use this bus system. More stops, more locations for bus pickups!!

As we see both alternatives, the bus option is clearly the better option for the land. Though why cannot there not be a third option? As to what I had said before, what needs to be done in order to solve this ongoing problem is to simply limit the capacity of the canyon. Throw away both alternates. Your problems will be solved and we can get to living our lives and recreating in what Mother Nature gave us. Little cottonwood is only so little. It cannot withhold the people are shoving into it, let alone those who don't care about the natural beauty and well-being of the canyon. We need to stop allowing the amount of people into the canyon as we've seen in past winters. That is your problem. Shut the roads down when the canyon reaches capacity.

I think we also need to talk about rights here. Little cottonwood canyon has the same rights of humans. Yes. It does. You may say that the canyon cannot protect itself from harm because it's not a living entity. But you are wrong. The canyon has as much rights as a toddler. We should be the stewards of the canyon, protecting it when in need. Preserving it for future generations. We as locals will not allow you to exploit our public lands with a gondola. To ruin the canyons with your machinery and egotistical businessmen. I think there comes a time where there is a difference between money and caring for what we have now including the wild and beauty of the Wasatch Mountains. The gondola is not a smart solution here. It's a way to put money into those greedy pockets and forgetting the importance of nature.

COMMENT #: 12449
DATE: 9/3/21 9:50 AM
SOURCE: Website
NAME: Tori Moody

COMMENT:

Little cottonwood canyon is a beautiful, natural and peaceful canyon. As an avid outdoorsman I enjoy all activities the canyon has to offer, hiking, rock climbing, biking, skiing, ect. Please do not allow this to happen, it will ruin the natural beauty of this exquisite canyon. As a resident I can attest that none of these solutions will help with traffic. Avalanches will still happen, people will still prefer to drive their own vehicles, and a gondola is a loud, obnoxious unnecessary addition to the canyon. It will not only destroy terrain, it will also eliminate the calm, natural beauty of the canyon. Please please please do not make any efforts to widen the road or install a gondola. Protect the community and the beauty of the canyon.

COMMENT #: 12450
DATE: 9/3/21 9:50 AM
SOURCE: Website
NAME: Shauna Jeffery

COMMENT:

Do not build gondola

COMMENT #: 12451
DATE: 9/3/21 9:51 AM
SOURCE: Website
NAME: Marcus Mattox

COMMENT:

Do not build a Gondola. Please, it will ruin the LCC in so many ways.

The LCC & Alta specifically made me move to Utah, a Gondola ripping through the middle would make me leave this state so fast.

ADDITIONAL OPTIONS:

Widening the bus line would help TRAFFIC so much more. remove the City busses or upgrade there ability to navigate the canyon. Getting a better bus system would help tremendously. This previous year with COVID-19 there were an incredible number of single drivers as well?

Is the Gondola going to run single riders?

Seems like an absolute waste to run a Gondola for a number of reasons to fix the traffic on a handful of days out of the season?

Plus the cost to BUILD, operate, staff, and run this gondola is beyond incomprehensible to a majority of the people who live in this city.

NO GONDOLA!!! Use your heads and come up with something better.

Do better or watch this whole community leave who build up the LCC from nothing.

COMMENT #: 12452
DATE: 9/3/21 9:52 AM
SOURCE: Website
NAME: Colton Linville

COMMENT:

I won't pay for something that is for the pure benefit of the ski resorts. They charge enough for passes already! A gondola would be such an eyesore! Making a wild area urban.

COMMENT #: 12453
DATE: 9/3/21 9:53 AM
SOURCE: Website
NAME: Joseph Watkins

COMMENT:

Don't do a gondola. Put in light-rail connect with TRAX and local bus routes and eliminate cars from Little Cottonwood Canyon. A gondola would destroy the beauty of the canyon and will not be an efficient means of transportation for the amount of people who need to get up the canyon. Thanks for all of your hard work on this issue.

COMMENT #: 12454
DATE: 9/3/21 9:54 AM
SOURCE: Website
NAME: Jaden Bozoo

COMMENT:

Give the people what they want. They want rocks. Rocks rock. Don't hurt the GD Rockin Rocks

COMMENT #: 12455
DATE: 9/3/21 9:55 AM
SOURCE: Website
NAME: Laurel Samuels

COMMENT:

PLEASE consider other alternatives prior to paving our roads or destroying our beautiful canyon with gondola towers!!! These so called solutions cannot be undone once implemented and will destroy the beautiful scenery and wildlife in this area. Please consider the impact to the water-shed, wildlife, quality of life to local residents and usability of ALL commuters. Servicing only Alta and Snowbird does nothing for locals, hikers, backcountry skiers, nor does it mitigate traffic issues in Big Cottonwood Canyon. STOP the destruction of nature with paved surfaces!!!

COMMENT #: 12456
DATE: 9/3/21 9:56 AM
SOURCE: Website
NAME: Nathan Ortiz

COMMENT:

Both widening the road to add an extra lane and a gondola pose dangerous destruction to natural land and habitat. I think the creation of a toll booth, like Millcreek canyon, could both serve as a disincentive to bring your own car up the canyon and could police a hard limit to the number of cars allowed per day.

COMMENT #: 12457
DATE: 9/3/21 9:56 AM
SOURCE: Website
NAME: Craig Boogaard

COMMENT:

I support the gondola option because I believe it will be a tourist attraction, a viable transportation option and will have less impact on the canyon environment.

COMMENT #: 12458
DATE: 9/3/21 9:57 AM
SOURCE: Website
NAME: Ray Thomas

COMMENT:

First, thank you for all of the time and effort "you" have invested in this project. Little Cottonwood Canyon is a precious resource that must be dealt with extremely carefully.

My wife and I have been coming to Utah to ski for over thirty years. We recently retired and relocated to Sandy to ski.

We strongly support enhanced bus service and road widening.

It will

- accomplish UDOT's objectives,
- provide the greatest destination flexibility for all LCC users,
- provide the greatest ability to adapt to changing demand,
- provide the greatest ability to adapt to climate change in the future,
- and have FAR LESS overall impact on the truly unique character Little Cottonwood

Canyon. The expanded road will be disruptive during construction and slightly more visible. The impact of gondola towers and cable will unavoidable from any perspective or view point and destroy the truly spectacular beauty of Little Cottonwood Canyon.

YES to enhance bus service and road widening.

ABSOLUTELY NO to the gondola.

Thank you.

Ray Thomas

COMMENT #: 12459
DATE: 9/3/21 9:58 AM
SOURCE: Website
NAME: Alyssa Murray

COMMENT:

I understand that the traffic for the ski resorts is an issue. As a non-skier who uses both cottonwood canyons year round, I am disappointed that such drastic changes are being considered to benefit two private businesses that are only open a few months a year. I rock climb. I moved to Salt Lake from the other side of the country specifically for the rock climbing that is available in this area. I do not see how the implementation of either of the proposed solutions won't negatively effect most of the bouldering in LCC. I think if UDOT is serious about making changes to traffic flow in any of the canyons, other recreation needs to be taken into consideration. We shouldn't be negatively effecting sightlines and watershed for one form of recreation with an increasingly short season. As a resident who loves the canyons, I would serious have to consider moving elsewhere if such drastic, negative changes are made.

COMMENT #: 12460
DATE: 9/3/21 9:58 AM
SOURCE: Website
NAME: Mike Bender

COMMENT:

Given that the stated issue is traffic, I strongly favor an approach that neither widens the road or spends \$1 billion on a gondola that serves two privately owned resorts. Invest in clean fuel buses. Run them on 10 minute intervals from the mouth of the canyon, with express service on 15 minute intervals from satellite parking lots. Limit car traffic to employees and residents during ski season. If you have to, sell day passes for private vehicles up to the parking lot limit of the resorts, with time entry windows going up the canyon. Price those to fund the busses.

COMMENT #: 12461
DATE: 9/3/21 9:59 AM
SOURCE: Website
NAME: Simone Parker

COMMENT:

So I read through all the options and I think the Gondala is the best option. I know i sent like a hate message before. Which some of it still applies. But I would much rather have a gondala than widening the road.

COMMENT #: 12462
DATE: 9/3/21 9:59 AM
SOURCE: Website
NAME: Isaac Stewart

COMMENT:

Addendum dated 9/3/21 to original submission :

Consider in addition to placing a large Bus Hub/station at the South Town Parking lot, also consider other land parcels in the area including the vacant lots north of South Town as well as utilizing Sandy and South Town Promenade which are large unused park strips that separate Centennial Pkwy. There is a large vacant lot on Monroe Ave. separating the Hilton Garden Inn and Del Sol. There is a large vacant lot behind the current location of the post office on 215 W 10000 S. Additionally, the connected double layer parking lot looks as if it's not being used. Also, consider the Mountain America Exposition Center on 9400S State. This giant lot sits vacant most everyday. Also consider the Mt America Soccer Field and Biograss Sod Farms on 10000 S and State. Additionally directly across the street on both the NE corner and SE corner of Sego Lilly and State Street is a vacant lot.

Start of Original Submission

Airport-Bus Hub-Hotel-Resort System (ABHR) Concept by Isaac "Mitt" Stewart (Sandy Resident)

- - Placing of a large Bus Hub/station at 10600 S and State Street perhaps in the South Town Parking lot **or other land parcels in the area including the vacant lots north of South Town as well as utilizing Sandy and South Town Promenade which are large unused park strips that separate Centennial Pkwy. There is a large vacant lot on Monroe Ave. separating the Hilton Garden Inn and Del Sol. There is a large vacant lot behind the current location of the post office on 215 W 10000 S. Additionally, the connected double layer parking lot looks as if it's not being used. Also, consider the Mountain America Exposition Center on 9400S State. This giant. lot sits vacant most everyday. Also consider the Mt America Soccer Field and Biograss Sod Farms on 10000 S and State. Additionally directly across the street on both the NE corner and SE corner of Sego Lilly and State Street is a vacant lot.** There are 12 hotels near 10000 S- 10600 S and State Street/115. Out of State Skiers could take a free express UTA bus from the airport (Uber as well) to the Bus Hub at 10600 S and State Street. Hotel shuttle busses (either owned by the hotels or UTA) could shuttle the guests from the Bus Hub to neighboring hotels. Out of state skiers would wake up, get on a shuttle bus (either owned by the hotels or UTA) to the Bus hub and then get on a bus that goes straight to the resorts. At the end of the day the skiers take the bus from the resort back to their hotel, walk across the street to go out to eat and shop at South Town and neighboring restaurants. An evening Hotel-Mall shuttle could be put in place for hotels that aren't directly neighboring South Town Mall so these guests could get to the restaurants from their hotel at the end of the day.
- This option decreases rental cars on the road not only in the canyons but on all other roadway resulting in less traffic and smog = Environmentally Friendly.
- This option would reduce traffic in the neighborhoods at the base of the ski resorts.
- Out of State Skiers would come to love this Bus Hub option as it would simplify the logistics of their ski vacation. They would save money on not having to rent an expensive rental car (\$200+ dollars day in some instances) during their trip. Their logistics are on "auto-pilot". Another reason to make Utah their preferred ski destination. This is a win for the Ski Resorts = more return/ loyal customers.
- The use of the Bus Hub option by out of state skiers could be encouraged by the ski resorts/IKON pass etc. by providing special discounts/deals for users and or surcharges for non-users. Example Surcharge: Rental Car pays a toll to go up the canyon. Additionally, out-of-state IKON pass holders pay an extra fee at the ski ticket window if not using the Bus Hub option. The passes have scanning data that could be scanned/tracked by scanners in the busses and communicated to the IKON Company/Ski Resorts.

- The Bus Hub/station at 10600 S and State St. could be dual purpose and be used by Utah I15 commuters (Express UTA from Utah County to Salt Lake County etc). This would help with public opinion of funding the project. Currently, there is outcry among many that this proposed project is single use and will benefit only a couple private companies.

<https://www.sltrib.com/opinion/commentary/2021/07/29/david-p-carter-udots/>

- Similar type Bus Hubs could be placed at 215/Wasatch Blvd and 215/Fort Union. There are 4 hotels in 215/Wasatch area along with restaurants. The Old Mill and Mill Rock Business Parks have multi-level parking lots that UDOT could propose to lease on weekends/non-business days. Usage of already in place infrastructure is economically and environmentally more friendly than building brand new/single purpose structures at taxpayer expense. The same goes for the 215/Fort Union area as there are 7 hotels there as well as multi-level parking structures, all or some of which are vacant on weekends.

Reasons not to expand the 9400 S and Highland Bus Station

- **Increased Traffic to the neighborhood:** The goal of the UDOT solution should not only reduce traffic in the canyons but also in the neighborhoods. This option increases the traffic to this my neighborhood.
- **Increased Drug Addicted Pan Handling:** There is already a drug addicted panhandling problem at 9400 S and Highland Dr. With a larger bus hub, this problem will increase. I've spoken to Sandy Police and the pan handlers use TRAX and busses.
- **Economically not sound:** The \$20-\$30 million dollars spent to expand this location will only be used during winter. It's going to be a hard sell to get commuters to fill this location during non-winter months. Moreover, it's more logical to have a commuter/bus hub at or near a freeway exit to facilitate traffic in the mornings away from neighborhoods not to them.
- **Does not serve Out of State Ski Tourists (30% of Canyon Traffic)/ Will not reduce rental car usage:** Expanding the 9400 S and Highland Location will not serve ski tourists as there are no hotels in the area. It's hard to imagine a tourist who pays over \$200 day for a rental car is going to drive their rental car from their hotel and then get on a bus. They are more likely to just drive up the canyon. Driving your rental car from your hotel across town to a bus station would be very inconvenient and time consuming defeating the purpose of renting a car in the very first place.

WHAT % OF CANYON TRAFFIC IS OUT-OUT OF STATE SKIERS/RENTAL CARS

- SL Tribune article said that at any given time near 30% of the cars in the parking lot at Alta are rental cars. <https://www.sltrib.com/news/environment/2019/03/31/ikon-epic-ski-passes-may/>
- My observation during Covid: A good 25% of cars in the ski parking lots were out of state plates. This doesn't account for visitors that were using rental cars with Utah plates. You then could assume that during non-covid years the percentage of out of state canyon users is higher (30+%)
- It is my understanding that all 3 options (Gondola, Buses, Tramway) at best could only reduce traffic in the Canyon by 30% during peak usage times.
- If we could get the majority of the out of state skiers (30% of canyon traffic) utilizing the ABHR System you could potentially solve the canyon traffic problem. Additionally, it might be that you wouldn't have to widen the roadways or make any existing changes.
- Many local skiers find taking a bus up the canyon as inconvenient and won't do it. It could be a big mistake and wasted resources if you focus and spend on infrastructure encouraging locals to use the ski bus and they end up not using it. Rather, it would be prudent to first focus resources and infrastructure on facilitating out of state skiers (30% of canyon traffic) to use the bus and not rent a rental car. As mentioned above, if designed correctly, this Bus Hub option could be viewed as super convenient and money saving further cementing Utah as the best/most convenient place to ski.
- Before any public funds are spent on a proposed project, it is very important for UDOT to find out the true percentage of the canyon traffic that is due to Utahns and what percentage is due to out of state skiers and rental cars. This information could steer and change the final solution. **Without knowing this, it's potentially a \$500 Million Crapshoot at the public's expense.**

Road Tolls

Many see it not fair to tax Utahns to use their own roads especially when a great amount of the problematic traffic in the canyon (30%) is due to out-of-state visitors. To many, Utahn's quality of life with regards to the outdoors has greatly decreased due to the increased number of out-of-state skiers driving in their canyon. It's unfair to make Utahns pay for a solution to a problem that they did not want or create.

Out of state visitors with rental cars should pay a toll. This would encourage them to use the ABHR system. You could require that Utah rental cars have a sticker on their plate/or windshield that if driven up the Cottonwood Canyons would incur a toll.

COMMENT #: 12463
DATE: 9/3/21 10:00 AM
SOURCE: Website
NAME: Andrew Syme

COMMENT:

This gondola idea is really bad. It's bad for the environment, it's bad visually. Access needs to be improved but this is not the way.

COMMENT #: 12464
DATE: 9/3/21 10:00 AM
SOURCE: Website
NAME: Alexander Zoltai

COMMENT:

Please please please reconsider this. This is such a special area to us and once you make these decisions we can't go back. There are other ways and we have to do more for what's best for the area. Let these places be enjoyed by the hikers, climbers and every day nature lovers that love them so much. Please please reconsider. I have loved climbing in the canyon, and just had my first child this week. I want to show him these climbs as he grows and fear for the demolishing of them.

COMMENT #: 12465
DATE: 9/3/21 10:02 AM
SOURCE: Website
NAME: Joshua White

COMMENT:

I like the gondola alternative a lot. Seems like this would make great public access.

COMMENT #: 12466
DATE: 9/3/21 10:03 AM
SOURCE: Website
NAME: Jacob Klopfenstein

COMMENT:

I understand the costs and benefits of each proposal for LCC and believe the best solution is improving bus service and tolling the road in the canyon. While a gondola provides some benefits to the public, it primarily provides benefits for the profits and bottom lines of Snowbird and Alta. Such a hugely expensive project that primarily serves to protect those corporations is a wildly irresponsible plan from UDOT. If UDOT ends up deciding to build a gondola in the canyon, Snowbird and Alta should foot the bill for every cent of the project. Improving bus service and imposing a toll on the road at the same time would solve traffic and environmental impact issues in the canyon, and revenues from the tolls could go toward covering the snow removal costs associated with improved bus service that make it a more expensive option than the gondola in the long run.

Saving costs by not building a gondola in LCC would allow the state to spend those valuable transit funds elsewhere, such as improving public transit on the west side of Salt Lake Valley. Historically disadvantaged residents in that part of our community need better transit options way more than affluent, predominantly white skiers and snowboarders do. Please reconsider the alternative options of tolling the road and improving bus service in LCC so that we can preserve the canyon for present and future generations without ruining it with an ugly gondola.

COMMENT #: 12467
DATE: 9/3/21 10:03 AM
SOURCE: Website
NAME: Brian Cabe

COMMENT:

Thanks for the opportunity to comment. I've been a recreational user of Little Cottonwood Canyon since my first ski trip in December of 1984. I've spent, on average, at least one weekend day and many post-work nights in Little Cottonwood since I moved to Salt Lake City in March of 1985. I hike, fish, backcountry ski, area ski, rock and ice climb in the canyon. Little Cottonwood Canyon is my primary location for recreation.

Being a winter skier and frustrated with traffic on holiday weekends in the winter, I usually avoid the canyon on those days. I see the option for additional buses and additional traffic lane enhancement as viable options for those few weekends when traffic gets "bad". A gondola just doesn't make sense for travel up the canyon. Serves too few people, for too few days of high traffic, for two self interested ski areas. The environment impact on the ground as well as the viewshed in Little Cottonwood would suffer from the impact of a gondola.

Snow sheds in high avalanche areas would be worthwhile.

I'd like to see the tunnel from Midway completed to Little and Big Cottonwood which would alleviate most of the traffic on high density, snowy, holiday weekends.

Put me down as a resounding "NO" for the gondola.

Thanks!

-Brian Cabe

Sandy, Utah.

COMMENT #: 12468
DATE: 9/3/21 10:06 AM
SOURCE: Website
NAME: Kwyn Meagher

COMMENT:

I'm a frequent visitor to little cotton wood canyon and I visit in the off season for climbing and hiking purposes. One of the best parts of little cotton wood is how pristine it is. There's even camping restrictions to protect the watershed. It seems antithetical to these efforts to destroy the natural beauty of the canyon with a massive construction project that would be an eye sore from the peaks around it just to serve one private company. There are other alternatives for this traffic problem that occurs a handful of days out of the year. Close the road and mandate electric shuttles to the resort for those who do not have reservations for accommodations at the resort it self during peak season. This will continue to protect the water shed, be better for the environment and keep the pristine nature of the canyon. Please please consider other options as this would be a true travesty to start destroying this canyon with a gondola construction project.

COMMENT #: 12469
DATE: 9/3/21 10:06 AM
SOURCE: Website
NAME: Scott Whipperman

COMMENT:

Please mine and my wife Toni's position as against the Gondola, as it will not facilitate the traffic flow on high volume mornings for skiers. We like the bus options.

COMMENT #: 12470
DATE: 9/3/21 10:07 AM
SOURCE: Website
NAME: Barry Sparks

COMMENT:

Fewer automobiles! More alternate forms of transportation, like gondolas!

COMMENT #: 12471
DATE: 9/3/21 10:07 AM
SOURCE: Website
NAME: Carl Cote

COMMENT:

Putting a gondola through LCC would be disastrous for the climbing community that's formed here. We treasure this area because of how natural it is and because of its proximity to SLC. Please do not move forward with this proposal!

COMMENT #: 12472
DATE: 9/3/21 10:07 AM
SOURCE: Website
NAME: Adrienne White

COMMENT:

Proposed solutions need to:

- increase bus capacity
- mobility hubs
- incentivize riders to take public transit
- minimize impact
- prioritize affordability
- create a system that is easy to use

COMMENT #: 12473
DATE: 9/3/21 10:08 AM
SOURCE: Website
NAME: Stephen Jenkins

COMMENT:

I think a gondola is a horrible idea. I think a well designed bus system would work better at a fraction of the cost.

COMMENT #: 12474
DATE: 9/3/21 10:08 AM
SOURCE: Website
NAME: Nancy Browne

COMMENT:

Hello - In regard to the part of the EIS that hasn't received that much attention, the Wasatch Blvd expansion part of the proposal. I feel that the most important issue here is reducing the speed on this road to 40 - this is a residential area and shouldn't be used as a thoroughfare for people speeding to Draper and the canyon. There is no reason they can't go slower, adding a minute or two to a trip is worth saving lives and keeping the integrity of our neighborhoods.

High speed traffic should be stopped at Big Cottonwood along Wasatch Blvd to Little Cottonwood Canyon. We have children at bus stops, a constant stream of bicyclists heading all over the valley, pedestrians heading to the Golden Hills Park as well as residents trying to access the road with dangerous access issues. There have been accidents and a fatality due to the high speeds. If you have a 50 MPH speed limit most people will drive 55 and some 60. We need to reduce this speed to 40 and make it safe for all - as well as reducing the current noise level.

I don't know what lies ahead for Little Cottonwood Canyon. I do hope that the environment and the natural world is safe guarded as much as possible, so we can continue to cherish this incredible place - we will not get a redo. We need to stop continually putting progress over the environment.

A 40 MPH speed limit on Wasatch Blvd is critical to this area as well as lifesaving.

Thank you for your time and consideration.

Nancy Browne

COMMENT #: 12475
DATE: 9/3/21 10:11 AM
SOURCE: Website
NAME: Andrew Dressel

COMMENT:

I support alternative B and the construction of the gondola. I believe this is preferable for safety and continuity reasons when accidents occur on LCC road. While I disfavor, Alt A road widening, if Alt B is not approved, Alt A is preferable to maintaining the status quo.

COMMENT #: 12476
DATE: 9/3/21 10:12 AM
SOURCE: Website
NAME: Rosemary Nicholson

COMMENT:

I think that we shouldn't widen the road or use a gondola. To address the traffic problem we can do that with human changes. Perhaps putting a toll on the road to increase carpooling, bus frequency, or mandatory car pooling. I am really against widening the road and especially against the gondola.

COMMENT #: 12477
DATE: 9/3/21 10:13 AM
SOURCE: Website
NAME: Neah Bois

COMMENT:

To who it concerns,

I am writing today to express my support for the Enhanced Bus Service and concern over the proposed Gondola.

Let me start with this. I am a resident of the Town of Alta and a Utah native. I spent my youth skiing in Alta during the winter and hiking and climbing during the summer, and I am lucky to call Little Cottonwood Canyon my backyard and home. I have seen firsthand the strain on LCC that has grown as the population of Utah has skyrocketed and the demand for outdoor recreation increase.

I believe we need a solution to the issues of transportation in the canyon, but the solutions UDOT has presented are flawed, destructive, and do not solve the issues we must address. While the current path we are on is not sustainable, the solutions UDOT has come up with do not accurately address the needs nor present solutions that will benefit the stakeholders that need it most: the users.

In a perfect world, neither of these solutions would be accepted. In my comments, I will explain why I believe this. However, having no trust in your organization and the State of Utah to do what is right, I will say that I support the Enhanced Bus Service in hopes that a Gondola is NOT built. I will explain why I am in favor of busses in my comments.

There are four main reasons why I believe these solutions are inadequate.

- 1) They are costly measures that are completely unnecessary
- 2) They will not address the growing strain of humans on LCC
- 3) They will line the pockets of the ski resorts, but harm the residents and users of LCC
- 4) They do not adequately address the realities of transportation in the canyon.

Point 1: They are costly measures that are completely unnecessary

Both proposals are extremely costly (\$510 and \$592 million each). This use of taxpayer money to line the pockets of the resorts, hotels, developers, and the state tourism office is disheartening to say the least. While I do acknowledge that transportation is an issue that needs to be addressed, "there are cheaper and more impactful options. For example, tolling the road, allowing for one-way traffic during busy hours, snow sheds, enhanced bus service with no road capacity enlargement, enforcing rideshare and carpool, or even just adding an extra lane are cheaper alternatives that could solve the issue.

Building a giant, costly, Gondola that destroys the Canyon and just brings more people to the resorts is not a solution, but rather amplifies the issues.

Furthermore, the Gondola is forcing a tourist trap in the canyon that doesn't need to happen. We do NOT need more people going up the canyon, we need to address the current demand. Building a Gondola is a solution that furthers the issues, not solving them. And it costs nearly 600 million dollars to do so. Building a Gondola would take LCC 50 years into the future, which we simply do not need. Also, it would take years to build the Gondola, meaning we are forced to deal with the traffic issues for the foreseeable future. Again, a costly measure that doesn't solve the issues at hand.

Rather, UDOT should look to build on the infrastructure that already exists in the canyon and valley so needless money is not spent. For example, more funding for more electric busses and a larger travel hub. Or, build more reliable and faster transit paths through the valley so folks are able to utilize the bus system to get to the resorts.

Again, busses are the answer, NOT the gondola.

Point 2: They will not address the growing strain of humans on LCC

What we need is a capacity study. UDOT has never done a capacity study for the canyons, BCC included. We have no idea how many people can actually be in LCC, and at what point we have tipped over the threshold of sustainable use. We must conduct a capacity study to understand what the long-term impacts will be of either solution.

The idea of 1000 people an hour coming up the canyon (which would be a reality with the Gondola), is terrifying. Has UDOT never been in the Canyon when there are 6000 people there? Imagine 8,000 people, 10,000 people, hell 15,000 people. It is a recipe for disaster. The Canyon simply "cannot support that amount of traffic without being environmentally and culturally destroyed beyond repair.

While I believe the Canyon must be accessible to all, and wholeheartedly support folks coming up the Canyon during all months, a Gondola will bring unrelenting foot traffic and environmental degradation into our backyard. Busses rather will be able to move people up the canyon, but not at the rate a Gondola will. And, if the busses are fully electric, then there will be a somewhat mitigated environmental impact.

Finally, the EIS does not accurately account for the impacts of climate change. The impacts of climate change will be felt dramatically in the canyon, with shorter winters, hotter summers, and more harsh weather patterns like fire and drought. Why are we spending nearly \$600 million to build a Gondola when the ski industry is not prepared for the impacts of climate change? As heartbreaking as it is, we need to come to terms with the fact that skiing may not be a reality in 50 years. Implement a bus system that gets cars off the road, and doesn't build unnecessary infrastructure that may not be used in the future.

Point 3: They will line the pockets of the ski resorts, but harm the residents and users of LCC

As a resident of LCC, I am extremely hesitant to see a Gondola up the canyon. First, I will not be able to use the Gondola as reliable transportation up and down the canyon. I will have to park my car at the base, and do not know if I can leave my car for extended periods and overnight. Second, when I am transporting my groceries and belongings up the Canyon, I will not be able to do that in a Gondola that only stops at Snowbird and Alta. How will I get to my house? Currently, I have a bus stop by my house and can use that as transportation, which is great. A gondola would take that away from me.

With the Gondola only stopping at the resorts, residents and users will not be able to access other parts of the canyon, such as hiking locations, the town of Alta, and residences. This is NOT a solution, but a major problem.

I also do not want to see huge Gondola hubs taking over the small land we have available in the canyon. The hubs would be larger than any of the lodges in Alta, cause major environmental degradation to precious resources, and completely change the face of LCC. It will be a Disney-style roller coaster, something we do not need.

Also, the towers will be visually disastrous. The path of the gondola towers goes over houses, employee housing, hiking locations, and the resorts. What will happen to those places? For example, the current plan has a tower next to/on top of employee housing in Alta. What will happen to that housing and those people? Will they be displaced by the Gondola? I certainly hope not, but I do not trust that UDOT will take this into consideration.

At the end of the day, the Gondola will only bring money to the ski resorts, but won't bring any benefit to the residents of LCC and the users of LCC.

Point 4: They do not adequately address the realities of transportation in the canyon.

Currently, the EIS does not accurately take into account the flow of traffic in the canyon. We do not need a Gondola, or a bus system, that brings 1000 people up and down each hour. We need a system that brings 4000 people up at 8 AM, and 4000 people down at 4 PM. There is NOT a steady flow of traffic up and down the canyon, but a rush hour in the morning and afternoon. Will people wait 1-2 hours to get on a Gondola at 8 AM and 4 PM when they could just in their car? I think not.

Furthermore, people use the Canyon for more than just accessing the ski resorts. I am a backcountry user, and I would not be able to use the Gondola to get to the places I ski. I would be able to use the busses. A Gondola would mean I would need to drive, thus not solving the issue. I would love to use a bus to get to where I ski. I would not love to use a Gondola to get to snowbird and then walk a mile or two to where I need to go.

The same goes for summer hiking use. White Pine is a disaster for parking and transportation, and the Gondola would skip that area, again not solving the issue. A bus could stop there, meaning people would not have to drive.

In Summary:

In summary, neither plan is great. But the busses are a MUCH better solution than the Gondola. A Gondola is unnecessary, expensive, destructive, and causes more issues than it solves. While the busses are not perfect either, they are less damaging than the Gondola.

I would strongly encourage UDOT to conduct a capacity study before implementing either plan. I would also strongly encourage UDOT to incorporate the realities of climate change before making any decision.

No Gondola. Busses are better.

Best,

Neah Bois

COMMENT #: 12478
DATE: 9/3/21 10:13 AM
SOURCE: Website
NAME: Jacqueline Wheeler

COMMENT:

I believe there is a better option than the gondola. Yes, a more emboldened bus system. I think the option of a train should be thoroughly investigated.

COMMENT #: 12479
DATE: 9/3/21 10:14 AM
SOURCE: Website
NAME: Remy Smith

COMMENT:

I strongly believe that there are many options worth implementing before a gondola or road expansion in Little Cottonwood Canyon. Having grown up here and being an avid user of the Wasatch, these proposed options are very limited in their use especially for those seeking to use the canyon as a whole and not just go to the resorts. I recommend an enhanced bus service to be implemented first along with increased parking infrastructure by the mouths of the canyons. We have already seen a need for these as the parking on 6200 fills up quickly on weekends and the lines for the busses become long as well. Additionally, enhancing transit hubs around the valley will also give flexibility and utility more than just to the Cottonwoods but also for the community that doesn't partake in using them. Since we are using our tax dollars to try and solve the mobility and congestion in the canyons, we should be able to actually bring those solutions to the community as a whole.

Widening the road will damage much of the world class bouldering we have right here in Utah. Many members of our community live here for that alone, and mind you not everyone uses the ski resorts. The Wasatch is a wonderful range and the access they provide for us enthusiasts is unmatched to many parts of the country. Any alteration to them would be devastating.

COMMENT #: 12480
DATE: 9/3/21 10:16 AM
SOURCE: Website
NAME: Marissa Day

COMMENT:

This comment is to input my strong opposition to a Gondola in LCC. As we look at the catastrophic impact of development all around us, it's clear to me that less destructive methods of mitigating traffic in the canyon should at least be attempted before embarking on such a massive construction project that will substantially change the canyon. What's more, the gondola will only reach the resorts - if the resorts wish to have a significant project like this that supports their operations, they should be paying for it.

COMMENT #: 12481
DATE: 9/3/21 10:17 AM
SOURCE: Website
NAME: Shaela Adams

COMMENT:

In the next fifteen to twenty years, the snow that this project is depending on to attract skiers and tourists to LCC and fuel the state's economy will likely not be here. Climate change IS going to impact the ski industry in Utah; we know this. We understand that the science behind this prediction is founded in real data and projections based on current weather patterns and global warming trends. Still, UDOT is trying to push forward with a project that will squander billions and wreak havoc on a fragile ecosystem that's already strained beneath the current capacity of visitors. (And where is the will from UDOT to conduct an environmental carrying capacity assessment for this project? We're in an era where caution is the requirement, regardless of if the Forest Service recommends an assessment isn't required. Just because something is not required does not mean it's not wise.)

The billions that would be spent on the construction and infrastructure of the gondola is money that our state should be using to design advanced water storage facilities such as underground reservoirs to reduce loss of water by evaporation. Our (growing) population currently depends on the snow pack for our drinking and municipal water. A gondola such as this is not only financially irresponsible but morally corrupt as it will lead to further and quicker degradation of our snow pack and disrupt the balance of an ecosystem that's already struggling.

This is not a project for the people or for the place. It's a project catered to the wealthy few who would prefer it. Invest in PUBLIC TRANSPORTATION at an ACCESSIBLE scale for actual Utahns. Do your part as an organization to reduce your carbon footprint and take responsibility for the short- and long-term environmental impacts your projects have on our state. We are no longer at a point in human history when we can continue on with projects and efforts founded solely in capital gain. Reevaluate your values and be the shift toward sustainability and the moral responsibility we need.

COMMENT #: 12482
DATE: 9/3/21 10:18 AM
SOURCE: Website
NAME: Josie Elordi

COMMENT:

These seem to be other less destructive and invasive measures that should be explored before committing to such an expensive and harmful solution is pursued. I am a new resident of Salt Lake City and it is disappointing to see the disregard this initiative is paying to the local communities that enjoy what will be destroyed through either proposal as well as to preserving the environment.

COMMENT #: 12483
DATE: 9/3/21 10:20 AM
SOURCE: Website
NAME: Rachael Fisher

COMMENT:

I'm very opposed to a gondola in Little Cottonwood Canyon (LCC). It would not service the majority of the users in LCC, it would only service those who can afford to buy tickets to Snowbird or Alta. That is too narrow. Additionally, users of Snowbird and Alta will still have to ride in cars to reach the parking areas of the gondolas. The traffic is atrocious, living in these neighborhoods is terrible. The increased traffic to the parking areas needs studied more. We have school children who are traveling to/from at the peak times when skiers/snowboarders are racing to LCC to ski/board.

I also believe electric buses with more zones for pickups is an ideal option. I do not believe all of the alternatives were examined equally, and it seems as though UDOT had a preferred alternative that they wrote the EIS in favor of, instead of developing them independently. The alternatives studied here do not address the purpose and need, and I agree with Mayor Wilson, Save Our Canyons, and countless others who oppose this and would like to see something more careful studied. Please give us, the public funding these schemes, actual alternatives that are based in science with thoughtful full review.

COMMENT #: 12484
DATE: 9/3/21 10:20 AM
SOURCE: Website
NAME: Eden Brush

COMMENT:

Taxpayers don't want their money to go towards a massive gondola or widening the canyon road. We cannot risk the environmental impact of such projects. The beauty and integrity of the canyon would also be compromised by such projects. Tolling the road and/or improving/incentivizing existing bus routes would be a better plan for improving canyon congestion. Accessibility to the canyon for everyone is of utmost importance but it cannot come with the environmental damages and taxpayer expenses that a gondola or wider road would require. Alta and Snowbird should also take measures to reduce their environmental impact and provide funds for improving canyon congestion.

COMMENT #: 12485
DATE: 9/3/21 10:20 AM
SOURCE: Website
NAME: Bryce Gurick

COMMENT:

Please reconsider both proposals to increase accessibility/reduce traffic into Little Cottonwood Canyon. Little Cottonwood Canyon is truly a sacred place for nature lovers, hikers, and climbers from all walks of life. I have had many moments of significance there, and would like to continue to do so in the future. I fear both proposals will degrade the experience of recreation in the canyon to a point where it would no longer appeal to me to visit the SLC area. More importantly, as I have been fortunate enough to have had my cherished moments there, there are countless generations that will be robbed from without a voice.

Please consider my perspective that I believe most will Echo: Your goal of increasing accessibility and convenience regarding transit into the canyon, in both proposals, will in turn reduce the draw most have to the canyon. The raw, rugged beauty should not be degraded by adding an eyesore of a gondola running the length of the canyon. This proposal will significantly cheapen the serenity on the Canyon and the respite it offers all visitors.

The unique recreational opportunity the Boulders of Little Cottonwood Canyon provide to rock climbers and those that appreciate viewing something only nature could create over millions of years, should not be diminished so that those wishing to venture to Alta don't have to endure the inconvenience of waiting in traffic to get there.

Please consider this quote from Famed Conservationist and Outdoorsman, John Muir:

God has cared for these trees, saved them from drought, disease, avalanches, and a thousand tempests and floods. But he cannot save them from fools.

- John Muir

COMMENT #: 12486
DATE: 9/3/21 10:21 AM
SOURCE: Website
NAME: Jonas Harmon

COMMENT:

This proposal is not a proposal for all people. This proposal is for a select few that very openly is not open to everyone. This Gondola seeks to serve two resorts, one of which considers themselves an elite party that has a set of rules that does not allow for all to participate. Why should the burden be passed to the tax payer when they cannot enjoy the land on their terms. The environment impact must be taken into deep consideration, don't just check a box. These private industries must not dictate what we do with taxpayer funds if in fact they cannot be used by said taxpayers.

COMMENT #: 12487
DATE: 9/3/21 10:22 AM
SOURCE: Website
NAME: Richard Coleman

COMMENT:

I grew up in Holladay Utah and currently live in Murray. I have chosen to stay here, despite many opportunities to relocate, primarily because of my proximity to the Wasatch mountains. For sixty years I have hiked and explored their deep canyons and rocky peaks; climbed on the jagged quartzite crags, and the smooth granite slabs of the Cottonwood Canyons; and I have spent many days on the ski slopes (until rising lift prices made it too expensive for me).

So I am concerned about the future of these canyons as the population grows along the Wasatch Front. And I am glad that the increasing pressures on the canyons are being addressed. However, I think there is a better solution than the two that UDOT has proposed.

Please consider the benefits of the "Zion Park Solution". On busy days in Zion, private cars are severely restricted in the canyon, leaving the road open for shuttle buses that run frequently and stop at the various trailheads, visitor centers, and other features of interest. The shuttles are powered by natural gas - a cleaner option than the diesel busses proposed by UDOT. Perhaps our shuttles could be electric. On low demand days more access is given to private vehicles.

Compared to UDOT's two proposals, using Zion Canyon as a model would :

1. Be less disruptive to the canyon, requiring less construction.
2. Be more flexible, and able to adapt to changing demand.
3. Reduce noise in the canyon, especially if electric shuttles were used.
4. Better serve the needs of all users, not just the ski industry.
5. Cost considerably less to tax payers.

Please take a close look at the "Zion Solution". I think you will find it to be a better long term solution for the citizens of Utah.

Thank you.

COMMENT #: 12488
DATE: 9/3/21 10:23 AM
SOURCE: Website
NAME: Matthew Murray

COMMENT:

I feel like this should be paid for via a tax on day use parking at the resorts. I primarily use the canyon to rock climb and don't want any of the boulders or sight lines disturbed. It is not worth ruining the canyon to benefit one user group. I feel the best thing to do would be increase bus service during peak times and make the cost to day use park at the resorts prohibitive so people take the buses.

COMMENT #: 12489
DATE: 9/3/21 10:23 AM
SOURCE: Website
NAME: Robert Douglass

COMMENT:

I have submitted 12 comments on the Draft EIS by email to the email listed on this form. I have included detailed backup data for each as an attached PDF. I also submitted an email with a summary listing the 12 comments. Please verify that you have received my comments and the 12 PDF comment descriptions. Thank you.

COMMENT #: 12490
DATE: 9/3/21 10:26 AM
SOURCE: Website
NAME: Tiffany Hou

COMMENT:

Little Cottonwood Canyon was the reason we came to SLC; it's a unique and highly accessible area. Places like these don't happen often and need to be saved.

COMMENT #: 12491
DATE: 9/3/21 10:27 AM
SOURCE: Website
NAME: Miah Perez

COMMENT:

More than 100 boulders and many trails will be affected if additional lanes or a gondola is put in little cottonwood. I've lived in Utah my whole life and it has been tragic to watch the natural majesty of nature being reduced, bit by bit; many trails and natural wonders I loved growing up have been erased over the last 22 years. Please do not do it to our little cottonwood. Don't erase what makes it magical.

COMMENT #: 12492
DATE: 9/3/21 10:27 AM
SOURCE: Website
NAME: Constance Smith

COMMENT:

I do not support the Gondola option as an alternative solution for the LCC traffic issues projected for the future. I have read over the Draft EIS, and I struggled to find a thorough environmental impact analysis provided for the Gondola option. It appears that the Gondola option was included in "haste", or "last minute" due to it's ineffectiveness to appropriately assess the environmental impacts associated with that alternative. If the Gondola alternative is considered as a feasible solution, I believe that the Final EIS should analyze and assess environmental impacts more affluently and clearly.

COMMENT #: 12495
DATE: 9/3/21 10:29 AM
SOURCE: Website
NAME: Kara Davis

COMMENT:

Please try toll and/or reservation system before trying more major options!

COMMENT #: 12494
DATE: 9/3/21 10:29 AM
SOURCE: Website
NAME: James Jolly

COMMENT:

I personally feel both options are not great for the canyon, especially leaving BCC behind and not being included in part of the "plan". We all know BCC has traffic issues are well. I feel we should leave the roads and beautiful canyon as is and make a large parking structure at the bottom of LCC and BCC and increase the bus service for BOTH canyons. The current plan is only to increase income for two private businesses while destroying our landscape and watershed. I am currently trying to build a little cabin in the canyons and FCOZ is very difficult! How could building a gondola or widening a road pass all the rules and regulations? Please save our canyons and keep the roads the same and add a parking structure at the bottom of the canyon and increase the service. Even is you make paid parking at Alta and Snowbird that would force people to take the bus because of costs. Think of locals and all the sports/ activities changing the canyon will effect, not just adding \$\$ to 2 businesses which are already RICH.....

COMMENT #: 12495
DATE: 9/1/21 9:26 PM
SOURCE: Email
NAME: Delfia Valenzuela

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,
Delfia Valenzuela
West Valley City, UT

COMMENT #: 12496
DATE: 9/3/21 10:32 AM
SOURCE: Website
NAME: Peyton Grace

COMMENT:

The gondola option is my preferred alternative. It preserves wildlife movement, and rock climbing boulders. Those boulders are unique, and if removed, those routes would be gone from existence forever.

COMMENT #: 12497
DATE: 9/3/21 10:32 AM
SOURCE: Website
NAME: Brett Nicholas

COMMENT:

As an avid LCC recreational user (backcountry skier, mountain biker, and longtime Alta season pass holder) I absolutely DO NOT support the gondola. Alta and snowbird does NOT need taxpayer subsidized transport. The gondola does not do anything to increase recreational access for those who are financially unable to buy season passes. It does NOT increase access to those who use the land. It only benefits the resorts who have already demonstrated they are NOT good stewards of the land. It also would stick out like a sore thumb. Snow sheds on avy paths and expanded bussing would be the only solution forward in my mind. I DO NOT want my tax dollars funding the gondola.

COMMENT #: 12498
DATE: 9/3/21 10:33 AM
SOURCE: Website
NAME: David Vickery

COMMENT:

Although the gondola option is intriguing, it has two major drawbacks: the 200-foot towers with flashing red lights would fatally compromise the spectacular wild character of Little Cottonwood Canyon, and this option would not provide the flexibility to meet any transportation needs other than winter access to Alta and Snowbird. I therefore prefer the enhanced bus option.

The days of allowing anyone to drive their car up the canyon whenever they want are coming to an end. Although we can force people to use transit by charging tolls and restricting access, I hope we will choose to make the user experience of using transit as pleasant as possible. Therefore, I suggest that the following goals be emphasized in the EIS:

1. Transit should be designed to accommodate the extra equipment and bulky clothing of skiers.
2. Payment should be as convenient as possible. No fumbling around in bulky ski clothing for cash or credit cards when boarding a bus or gondola.
3. Transit should operate late in the evening so skiers can stay for dinner and workers can return home after an evening shift.
4. Overnight parking (for a fee) should be allowed at the mobility hubs.
5. The mobility hubs should provide ample parking even on the busiest and snowiest days.
6. Transit users should never have to wait in line for more than a few minutes.
7. Shuttles should provide transportation to trailheads for dispersed recreation.

All this in addition to not having to drive in snowy conditions in heavy traffic should make transit an appealing replacement for the existing private automobile paradigm.

Finally, whatever option is chosen, I hope that all stakeholders will work together to create a great user experience for transit users. I also hope that no expense is spared to ensure that the roadways, avalanche sheds and gondola towers (if that option is chosen) are designed to fit in to our spectacular, internationally renowned canyon as attractively and as inconspicuously as possible.

COMMENT #: 12499
DATE: 9/3/21 10:34 AM
SOURCE: Website
NAME: Joseph Paul

COMMENT:

As Utah resident who continually uses LLC year round for recreation, I do not see how a gondola system would assist in alleviating the traffic/congestion issue at hand. In its current design it would only cater to Alta and Snowbird, all while ruining the pristine beauty of the canyon. The solution should be centered around keeping cars out of the canyon. Zion is able to do this much and has far more hurdles to overcome with regards to usage and parking. The ideal solution is more buses in the canyon, snow sheds to protect the roads and less private vehicles in the canyon. This is the ultimate solution that is applicable year round while giving access to the whole canyon and all who recreate in the canyon. It is hard to believe that we cannot transpose the transportation success of ZNP to LLC. SLC will continue to grow and the gondola will not be able to keep pace, whereas we can always add more buses to combat growth/usage. The gondola is a static solution, vs. finding a dynamic solution better suited for our future.

COMMENT #: 12500
DATE: 9/3/21 10:35 AM
SOURCE: Website
NAME: Annie Feucht

COMMENT:

The proposed EIS for Little Cottonwood is unacceptable and I urge you to adopt the far better (and cheaper) solutions proposed on this website: <https://www.savelittlecottonwood.com/solutions>

Thank you.

COMMENT #: 12501
DATE: 9/3/21 10:36 AM
SOURCE: Website
NAME: Liam Getzloff

COMMENT:

I'm in favor of implementing a toll system, and more bussing. However, I'm firmly against the construction of a gondola and widening the highway.

COMMENT #: 12502
DATE: 9/3/21 10:36 AM
SOURCE: Website
NAME: Ben Gartenstein

COMMENT:

I would like to voice my opposition specifically to the gondola and generally to any project that requires additional infrastructure in the canyon. The Salt Lake Climbers Association estimates that upwards of 30 boulders with more than 100 climbs could be destroyed due to both the gondola construction and road widening options. It is irresponsible to consider destruction of nature and recreation in 3 seasons in order to help a private ski resort increase their visitation on peak days. Before any destructive proposals are chosen, less intrusive options like tolls for private vehicles and increased bus service with wider pickup areas should be trialed.

COMMENT #: 12503
DATE: 9/3/21 10:38 AM
SOURCE: Website
NAME: Emily Hubbert

COMMENT:

No plan that results in the destruction of historic rock climbing routes in Little Cottonwood Canyon is acceptable. Some areas are better left wild. Please do not destroy this treasured area in the name of convenience.

COMMENT #: 12504
DATE: 9/3/21 10:38 AM
SOURCE: Website
NAME: Kristen Bor

COMMENT:

I am a homeowner who lives [REDACTED] in Sandy, and I am opposed to the gondola. I am also opposed to widening the road or the cog rail. There are intermediate actions that should be taken before spending an enormous amount of money on a project that has irreversible impacts to the local environment and the view shed.

I also believe that the gondola will result in more traffic in the neighborhoods surrounding the mobility hubs.

I think the best solution is to improve the existing bus system. We need more buses! Right now you have to wait for a number of buses to go by before there might be room for you on one.

I also think if there were more lockers at Alta and Snowbird where you could store your skis and boots overnight, more people would want to ride the bus. The bus needs to be easy to ride and lugging your skis, boots, clothes, food and water on the bus is very inconvenient especially when there is no where to store your belongings once you are at the resort. This is even more true if you are trying to take the bus with your kids.

I also think UDOT should have considered a shuttle system like they have in Zion National park. If you had free round the clock direct buses that also stopped at trailheads and closed the canyon to personal vehicles (except residents), riding the bus would become normalized.

Finally, the ski resorts are already operating at full capacity. There isn't room for more people without further detriment to the ski experience that LCC was once known for. Cramming more people up the canyon on a gondola or widening the road is only going to increase the number of people in the canyon to unsustainable numbers.

The gondola, widening the road or the rail cost the tax payers only to benefit the private businesses of Alta and Snowbird. This is unacceptable. I think the resorts should raise prices and limit capacity and that would also cut down on the number of cars in the canyon.

The roads are only a problem certain days. Make the bus system better so more people want to ride it and see what happens. Then if you need to widen the road or implement additional measures, that would be a secondary step

COMMENT #: 12505
DATE: 9/3/21 10:39 AM
SOURCE: Website
NAME: Gwendolyn Reynolds

COMMENT:

Our canyons should be environmentally preserved and not just accessible to ski bunnies. They are one of our most beautiful and important assets. Please preserve the environment and put in bus lanes. I want my children to be able to access the canyons their whole lives for hiking, climbing, and skiing.

COMMENT #: 12506
DATE: 9/3/21 10:39 AM
SOURCE: Website
NAME: Mary Dalrymple

COMMENT:

This plan seems unreasonably expensive and environmentally damaging for the limited benefits it provides. As someone who enjoys the canyon but does not go to the ski resorts it feels like it is shutting off the canyon, which should be easily accessible for all reasons, to use beyond the resorts. I understand the resorts provide revenue but nature is meant to be enjoyed by all regardless of potential profits. Most importantly, this plan isn't even most efficient, and adding bus routes or turning the canyon roads into toll roads would cut down on traffic, crowding and overuse while still allowing everyone to enjoy it and not wasting money on a monstrosity that would ruin the views forever.

COMMENT #: 12507
DATE: 9/3/21 10:40 AM
SOURCE: Website
NAME: Nathaniel Dunbeck

COMMENT:

I believe the additional lane and the enhanced bus service is the best alternative proposed. The gondola, once installed, will impact the beauty and the visitor experience year round. On the other hand, enhanced bus service will only be present during the ski season leaving the canyon, more or less, the same as it is now during the summer season. Additionally, the gondola has the potential to damage or destroy countless climbing areas in the canyon. Should access to one kind of recreation (skiing) come at the expense of another (climbing). LCC is home to world class rock climbing and can be considered a draw for tourism. Currently, climbing does not bring as many visitors to Utah as skiing does. However, destroying climbing areas will ruin the opportunity for the state to increase visitation for climbers.

COMMENT #: 12508
DATE: 9/3/21 10:43 AM
SOURCE: Website
NAME: John Oungst

COMMENT:

I am commenting again as the period closes to share that I am AGAINST both proposals put forth in the EIS. Neither option takes into account the affects on the entire Wasatch community, especially the climbing community. Other options must be explored and exhausted first before we destroy the beauty of the landscape and watershed of LCC

COMMENT #: 12509
DATE: 9/3/21 10:44 AM
SOURCE: Website
NAME: Colleen Jemmett

COMMENT:

This will ruin the rugged mountains forever. The beauty of the mountains are to be enjoyed but doesn't need to give access to literally everyone. Let's keep our mountains safe but not ruined!!

COMMENT #: 12510
DATE: 9/3/21 10:45 AM
SOURCE: Website
NAME: Ethan Burstedt

COMMENT:

Hi! I think the gondola project is not a good idea for Little Cottonwood Canyon. It would only provide an advantage during the winter season while severely limiting access to or destroying many climbing areas and hiking trails that are used over the summer. I think a better plan would be increased bus service, as well as a toll system like in Millcreek canyon. The toll would discourage people from driving up the canyon as single riders, so they either carpool or ride the bus, which would reduce congestion and side of road parking as well as increase the productivity of the buses. The proceeds from the tolls could also fund avalanche and storm clean up during the winter, as well as canyon development in the summer. Roads can be narrowed and reclaimed, but the gondola will permanently change the canyon. We need to try everything we can before a change like that has to be made. I would be happy to pay a toll if it meant saving the outdoor spaces that I love. Please save LCC!

COMMENT #: 12511
DATE: 9/3/21 10:45 AM
SOURCE: Website
NAME: Jessica Mertlich

COMMENT:

Strongly against the gondola. As a local, we know this will do very little for our residents and far more for the profits of Gondola Works. Charge fees for the road! incentivize public transport! The gondola will not save people time, will not add convenience and will not be used to capacity despite what those who are financially incentivized will say.

COMMENT #: 12512
DATE: 9/3/21 10:45 AM
SOURCE: Website
NAME: Julia Walker

COMMENT:

There are cons to both options, but I think in an area with already poor air quality, I would prefer a gondola. I believe adding another lane would just add more cars and more congestion, and deeply affect the beautiful resource of the LCC by needing to cut into the mountain and pave more. While the gondola would also affect the environment and the views, I think it could help remove cars off the canyon. If the gondola isn't the option chosen, I sincerely hope the option of adding a lane is reconsidered. I think that option would do more than good. Perhaps if there was a toll in winter for cars and no toll for buses, adding buses, or some other option. Please, please, please no more lanes in LCC.

COMMENT #: 12513
DATE: 9/3/21 10:46 AM
SOURCE: Website
NAME: Tyler Odell

COMMENT:

Please keep the climbing alive in the canyon I cant stress enough how important it is for me and so many others. Please

COMMENT #: 12514
DATE: 9/3/21 10:47 AM
SOURCE: Website
NAME: Corinna Esdorn

COMMENT:

I'm European. I love me a gondola, funicular, etc. but a gondola that only stops in 2 places? That seems like it wouldn't work as well. I would LOVE a gondola (I get carsick) that was well thought out . But I worry that without enhanced bus service (that actually stops places) we will have a very hard time moving people through the canyon to the places they actually want to go. I would take the bus right now, except that there is never parking available at the park and ride! Expand parking (a LOT) make people who don't work/live in the canyon pay a fee to drive up, and have a bus come every 3 minutes? Covid obviously makes public transportation harder, but you could ventilate/filter those buses! Thanks for looking into options that have more flexibility!

COMMENT #: 12515
DATE: 9/3/21 10:47 AM
SOURCE: Website
NAME: Val Oveson

COMMENT:

I prefer the gondola option. I believe the gondola option would create the best long term transportation solution with the least impact to the canyon. I'm also excited about the unique nature of a gondola and the draw it would be to the Wasatch mountains.

COMMENT #: 12516
DATE: 9/3/21 10:49 AM
SOURCE: Website
NAME: Greg Jensen

COMMENT:

Don't let the price tag influence a bad decision. The Gondola is the best option, period. If you go skiing in Europe, they have massive gondola's everywhere. The engineering is impressive. It just makes sense. You have to build what is needed to fix the problem. The cost will work itself out. The other options will also cost huge \$\$ but won't offer as good a solution. UDOT continually spends countless \$\$ on highway improvements and frequently repeats projects over and over (Foothill Blvd.). Better to build something awesome now and not rebuild over and over (expanded road option).

COMMENT #: 12517
DATE: 9/3/21 10:50 AM
SOURCE: Website
NAME: Sarah S

COMMENT:

Hello, while I feel its deeply important to take action on SOMETHING so locals dont spend 3+ hours in a car up and down the canyon, I truly believe that the options presented are not solutions but extremely flimsy patches in a sinking boat. A gondola is pricey, apparently people think it'll look ugly, it wont operate in the summer, and corporations will reap the benefits. Widening the road isn't plausible in all locations of 210 - how will the 7 sisters be widened? There is only 1 passing lane up and down for a reason - there's no space! Also, we have seen the road destruction increase in the past few years due to more frequent mud slides, rock slides, avalanches in parts of the canyon that hasn't been exhibited in decades. Adding more buses and a bus specific lane will not encourage more people to take the bus without a guarantee of a significant decrease in travel/wait time to get up and down canyon. People are creatures of habit and comfort - those with kids will not lug themselves, gear, and food up canyon on a BUS. There is no infrastructure at the resorts to accommodate day-lodging families which is very popular in east coast skiing. The fact of the matter is no one will take a bus or a gondola unless they are forced to. With all of the prior past experiences on the bus, I will never take public transit up canyon. Especially as a disabled person, its extremely inconvenient and challenging to utilize public transit comfortable and safely. We will pour millions of money into a "solution" that will need more fixes in 2-10 years. A bus OR gondola is not a solution. Ban all private vehicles in the canyon and force ppl to use public transit.

COMMENT #: 12518
DATE: 9/3/21 10:51 AM
SOURCE: Website
NAME: Ed Laufer

COMMENT:

Of the two options, I strongly prefer the enhanced bus service with snow sheds and road widening over a gondola. The bus option would provide the greatest long term flexibility in terms of capacity, technology, and destination choices. Furthermore it would have less visual impact and be moderately more cost-effective.

COMMENT #: 12519
DATE: 9/3/21 10:51 AM
SOURCE: Website
NAME: Nancy Hanson

COMMENT:

The Gondola B option in LCC serves a small percentage of the users of the canyon: Alta and Snowbird skiers. As such, it is a gift of our taxpayer dollars to 2 Utah companies. It also leaves us at risk of financial loss should climate change result in diminished use of these 2 ski resorts. It offers no remediation for congestion from hikers, bikers, climbers, backcountry skiers, or sightseers. It has a high cost in dollars and environmental damage, with metal towers, cables, and cars visually fouling the beauty of the canyon...forever. It will operate only during the 5 winter months, which leaves the canyon transportation congestion with no remediation during the heavy use period of spring, summer, and fall.

Enhanced Bus with Roadway Widening is less invasive but the environmental impact is still significant. This option potentially offers more for other user groups, dependent on whether the stops are frequent enough to meet the needs of current users. The impact to bikers is a not clear to me.

Both of the options endanger over 100 iconic boulders and rock the climbing community cherish. These are not replaceable, and destruction is absolutely unacceptable. UDOT should not be the decision-maker in which recreational interests are winners and losers with our tax dollars!

Most concerning is the need for canyon water for the SL Valley. We are in an extreme drought, and the Colorado River is in danger. Any "infrastructure improvements" present a threat to water quality in the canyon and water security for the SL Valley.

The option not being considered is the Enhanced Bus Without Road Widening proposal. According to the Alternative Impacts Summary, it is the clear winner. Utilizing more buses, ideally electric, combined with tolls for cars based upon numbers of passengers would involve the least costs and environmental damage. It could potentially offer the most flexibility for different styles of use. For example, our use of the canyon is never at the resorts, always backcountry skiing and hiking. Our patterns outside of winter use include off-trail hikes in less frequented areas, which would likely not be near a bus stop and certainly not a gondola stop. We would prefer to have the option to pay a fee for use of a vehicle so we might continue to hike the areas we love (and from which we frequently haul out litter).

I am also aghast that so much money in infrastructure and road development is in the works for LCC only, when BCC and Millcreek are also in need. Utilizing a ground up approach with increased bus/tolling could allow similar measures to be utilized in these canyons as well.

Lastly, I believe UDOT is the wrong agency to act as the lead on this plan. Yes, they build roads, but I do not trust them to consider the most important variables in our canyons: water quality, environmental considerations, visual impacts, wildlife habitat, and wilderness/backcountry compatibility, protection, and preservation. The Mountain Accord is needed in the planning process.

COMMENT #: 12520
DATE: 9/3/21 10:51 AM
SOURCE: Website
NAME: David Orza

COMMENT:

Please do NOT allow a Gondola to be built up any of our precious canyons. These are National Park quality mountains! There are worthy alternatives that would cost a fraction while make a huge impact. My favorite would be to dedicate a clean burning Bus fleet to canyon service. Have them run frequently, include stops at popular backcountry trail heads, and make them FREE. When you want to make a profound change you NEED to make this not only accessible, but preferable. Since parking is at such a premium, subsidize this service through the resorts that benefit from it, then the resorts profit from higher visitation, and all the rest of the canyon visitors simply get a gift. Why not?

COMMENT #: 12521
DATE: 9/3/21 10:54 AM
SOURCE: Website
NAME: Tyler Rasmussen

COMMENT:

Please cap the number of people allowed up at the resorts. But, if we must change the landscape of the canyon, please take the large slabs of rock and do something productive with them (i.e. move them). The corner stone of our city (salt lake temple) is made out of these same rocks - we need to preserve our culture.

COMMENT #: 12522
DATE: 9/3/21 10:55 AM
SOURCE: Website
NAME: Steve Erickson

COMMENT:

submit for the record the following comments on the Draft EIS for Little Cottonwood Canyon.

General Comments: As a resort, back, and side-country telemark skier for more than 45 years, and long-time Brighton season pass holder, I find the choice between these Alternatives an easy but too-limiting choice. Since the cog rail appears to be disfavored and off-the-table, I won't address that Alternative.

The DEIS should have proposed an alternative that took a broader approach to area-wide transportation and transit services in the valley, and at a minimum included the impacts of the both the bus and gondola alternatives on Big Cottonwood Canyon. The gondola option will have minimal impact positive or negative upon either valley traffic or BCC traffic, but enhanced bus service would be hugely beneficial to both.

At the very least, the DEIS should have addressed the cumulative impacts upon winter travel in BCC and upon valley transit, neighborhood impacts and reduced vehicle miles traveled in the southeast valley and beyond from enhanced the bus service and parking provided under Alt A and B. The cumulative impacts analysis also dismissed induced development in LCC with either alternative without sufficient justification.

In addition to making it more expensive for visitors to drive to the resorts by appropriate toll pricing, the DEIS should have considered the feasibility of placing caps on the number of visitors allowed on peak days. By failing to do so, the DEIS leaves unanswered the question of what is a sustainable carrying capacity for LCC (and BCC, for that matter.)

As any local resort user knows, when LCC is closed - even temporarily - due to avalanche control or removal, a noticeable percentage of LCC-destined skiers and riders will change plans and head up BCC. This pattern has increased in recent years due to multi-resort passes. A gondola option might reduce that percentage somewhat, but enough bus service in BCC could accommodate that influx of LCC users. This also should have been addressed in the DEIS.

Additional Comments:

Alt A is the best alternative for mobility, travel time and flexibility of service, and allows for further enhancements in the future if needed, which Alt B does not.) Alt A can be implemented quickly, with minimal construction needed and related "impacts resulting. Enhanced bus service could and should include increasing express ski buses, such as restoring the University of Utah express ski bus. Tolling either at the mouth of LCC (and BCC) or below the first entrance to Snowbird (and Solitude) should be steep enough in price to reduce vehicle travel to the desired target levels. Most skiers and riders are price sensitive, so this really is a question of how much to charge to get the desired result - getting people out of their cars and onto buses. Of course this assumes adequate means to get to the bus by public transit, adequate parking near the resorts, and enough buses to serve increased demand, especially at peak times. This hasn't been the case so far in either canyon, as the bus system is currently used beyond its capacity on weekends or powder days, with buses filled to the gills and parking lots completely full with parking spilling over into and to the detriment of neighborhoods. The DEIS states that Alt B is best for reliability, but this claim is dubious. It is likely that the gondola service will be interrupted and delayed when avalanche control efforts use artillery, and will not run at during lightning and heavy wind events. It will be closed/not run during power outages, mechanical problems, or canyon closures (Interlodge orders).

So is the assumption of fewer mode shifts with Alt B. In most cases, skiers and riders will arrive at the ski bus stop or at the gondola via automobile, and reverse that process going back down canyon. A train or bus to either would still require the same number of transfers. And 400 parking stalls at La Caille is inadequate. If that parking lot fills, then LCC users who park at the gravel pit lot, will have to transfer to a bus to the gondola, meaning one additional transfer for this option. The gondola doesn't serve trailheads for winter backcountry users, whereas enhanced bus service will. The DEIS estimates that the gondola will only add 198 resort visits in the summer (21.3.1.5), hardly making a difference in summer canyon traffic.

All this makes it appear that the gondola is less a transportation solution, than an expensive resort amenity and marketing gimmick. Both Alt A and B provide a massive public investment, but Alt B seems more like a subsidy of a private interest because it has so many fewer public benefits. It's important to remember that only 8% or less of Utah residents ski or snowboard, and even fewer at Alta or Snowbird. Should Utah taxpayers really provide such a subsidy if there is an alternative with much better and broader public benefits?

With minimal construction required, Alt A should result in fewer water quality impacts during construction. Wildlife disturbances with Alt A will be minimal above the current baseline, whereas impacts on wildlife during construction of the gondola will be significant. The visual impact of the gondola is a huge negative, a permanent scar on the natural environment and a degradation of existing adjacent wilderness and wilderness quality lands. This negative impact - blight upon the landscape, really - should be enough to put this plan to bed.

In sum, enhanced bus service (Alt A) is the best solution offered. Sub Alt A could improve Alt A, but that should be determined after implementation of Alt A or under a schedule to be determined by a Supplemental EIS process. Or better yet, UDOT could withdraw this DEIS and commence work on a SEIS now that examines a more comprehensive enhanced bus system to address canyons transportation.

Respectfully,
Steve Erickson
Salt Lake City, UT

COMMENT #: 12523
DATE: 9/3/21 10:56 AM
SOURCE: Website
NAME: Laura Brannan

COMMENT:

While I understand and support the need for a solution to the traffic problems in LCC, the gondola would be such a permanent and geographically altering solution that I cannot support it. We need to not only take into consideration the desires of people to recreate and enjoy the mountains, but maintaining their fragile environments and beautiful scenery. Snow sports are NOT the only way that LCC is used. In the summer time what would be the use for this large piece of infrastructure? It just makes this part of the outdoors more developed and less of a haven for people climbing and hiking etc in the area. Please prioritize the Wasatch mountains ecosystem and environment over the corporations that have been established there.

COMMENT #: 12524
DATE: 9/3/21 10:56 AM
SOURCE: Website
NAME: Sarah Waugaman

COMMENT:

My #1 concern is having one location where there becomes extreme congestion, whether that be at a gondola parking lot or just one or two main park n ride lots. If there were to be a gondola, there will still be immense, disruptive traffic flocking to the gondola. It does not solve the traffic jam issue. Were it to be encouraged for individuals to take park n ride to the gondola, that is just one more inconvenience and disincentive for individuals to take public transit/use the gondola. The second concern about the gondola is that it does not service backcountry. The third is that if it fails to be successfully implemented/adopted, we've spent an immense amount of tax payer money and are left with ugly infrastructure. This is a significant issue. I think there needs to be increased bus service from a variety of hubs. There needs to be increased frequency and reliability of direct ski buses from these lots. There needs to be increased capacity so there is enough room to minimize wait time and guarantee there is enough space for families to ride together. Ideally, adopt a fleet of more energy efficient/environmentally friendly busses such as electric. The enhanced bus option would increase the efficiency and reliability of the bus. It has more flexibility and can service transit from a multitude of initial departure locations. My vote is for the enhanced bus, ideally with shoulder widening for buses.

COMMENT #: 12525
DATE: 9/3/21 10:58 AM
SOURCE: Website
NAME: Erika Bates

COMMENT:

I strongly feel that neither the gondola nor the snow sheds are a reasonable or sustainable choice for the little cottonwood project. I greatly appreciate the work UDOT is doing, and does all winter long however I do not feel that these are the proper solutions. The environmental impact of these two options is too extreme to just put in without and prior environmental management in place. You will be affecting and altering the landscape too abruptly with no prior inventory of taxa of little cottonwood. How do you think this will affect the fishing of little cottonwood? How do you think this will affect the climbing in little cottonwood? How do you think this will affect all of the moose traffic and other ungulate traffic in little cottonwood? The natural avalanche patterns? How do you plan on making sure the avian species of little cottonwood aren't drastically affected by the gondola and the snow sheds? These are all rhetorical but if you do not have a reasonable answer that solves any and all of these problems then this construction project isn't the answer.

I personally think we start small, hire traffic regulation or install a booth or gate, somewhere in little cottonwood to scan residents and busses in. Do not permit single cars up the canyon, just the same as you do not allow vehicles with no four wheel drive up. The bus lane was also a decent idea and with that construction the bike lane addition could be improved. The less impact and alteration we have on the environment now, the better.

Thank you so much for your time,

An environmentalist, an avid skier and snowboarder, an angler, a climber, a biker, a birder, an overall outdoor enthusiast.

Be better.

COMMENT #: 12526
DATE: 9/3/21 10:58 AM
SOURCE: Website
NAME: Eduardo Regueira

COMMENT:

Before spending tons of money to build a gondola, we should use existing infrastructure and implement tolling and enhanced bus servicing to start. Seems a lot more sensible to try that before building any additional lanes or a gondola. Could even try carpool only on certain days, ie cars with one person not allowed on high traffic days - individuals would need to use the bus or carpool.

COMMENT #: 12527
DATE: 9/3/21 10:58 AM
SOURCE: Website
NAME: Christianna Johnson

COMMENT:

Hello, I'm reaching out to express my dissatisfaction with both the gondola and the road widening/bus alternatives. Most egregious in my opinion is that both these alternatives basically only benefit the ski resorts/skiers (instead of improving access for all canyon users such as hikers and climbers). The other main problem is that both these proposals impose irrevocable, heavy costs to Little Cottonwood Canyon's ecology and water shed.

My first preference is that neither of these options move forward (and instead, UDOT pursues an option of enhanced bus service and private vehicle tolling WITHOUT road widening and maybe even resorts to certain times of the year/season allowing ONLY buses and public/emergency vehicles up the canyon).

However, my second preference is that UDOT completely scraps the gondola option monstrosity. At the end of the day, the lesser of the two evils would be the alternative of road widening/enhanced bus service. At least the road widening/bus option could be adapted as conditions change. Meanwhile, the terrible gondola option would be fixed in place-forever negatively disrupting the canyon's ecology, access, and appearance. Thank you.

COMMENT #: 12528
DATE: 9/3/21 10:59 AM
SOURCE: Website
NAME: Andrew Stawski

COMMENT:

Hopefully, Alta and Snowbird will be chipping in some funds as ALL alternatives benefit the ski resorts. Why could not the Gondola service the trail heads in All year round? Have way points along the way as this seems to be a major concern to those opposed to the Gondola. Let people transport thier bicycles up to trail heads.

COMMENT #: 12529
DATE: 9/3/21 11:00 AM
SOURCE: Website
NAME: Karl Voelkerding

COMMENT:

I oppose the proposed building of a gondola or the proposed widening of canyon roads. The priority focus of the future should be the preservation of the natural habitat. Alternatives that are preferable include (1) greatly improving bus service in the canyons and conversion to electric buses that reduce carbon emissions in the canyons, (2) requiring reservations for canyon access to personal vehicles during peak usage, and (3) incentives that encourage increasing the number of passengers per personal vehicle such as reduced fares for access to the canyons or reduced ski ticket costs. Let preservation of natural resources be the guiding principal.

COMMENT #: 12530
DATE: 9/3/21 11:00 AM
SOURCE: Website
NAME: Connor Johnson

COMMENT:

I believe that buses are a better option and allow for incremental increases and changes as needs of the canyon change. Could even allow blocking all cars on weekends requiring all to take a bus and have stations through out the valley. With electric car technology improving drastically can also be a path to lower emissions.

COMMENT #: 12531
DATE: 9/3/21 11:00 AM
SOURCE: Website
NAME: Brendan Adams

COMMENT:

I think the gondola/ widening proposals that would destroy 100s of boulders would be the wrong choice for LCC . Firstly, it destroys boulders which are free to access, for improved access to a pay to play sport. This would be detrimental in that it takes access to a type of recreation that is free and much more accessible to a larger crowd, than skiing at a resort. Furthermore, the boulders being destroyed aren't lowly trafficked or unwanted routes. They are some of the most popular boulders in the canyon and have brought me and countless others good memories and great challenges. The boulders are historic and were often developed by prolific climbers to either the salt lake area or to the world in general. To destroy them would destroy their history as well as the history still being made by climbers in the canyon. Lastly LCC is a world class destination for climbers. It attracts climbers from total beginners to the very best professionals in the world. Destroying routes and showing that the canyons climbing isn't valued is going to detract from the profit brought to the area by climbers. While this profit may not be as clear to see as the money brought in by the resorts it is a regular stream that comes in about 9 months of the year. In summary, to favor a reduction in traffic for a few days of the year and to put the money the ski resorts offer over the history, access, and culture of the LCC climbing community would be a shame and in my (and many) people's opinion and not worth avoiding the need to get up an hour earlier when it's a powder day.

COMMENT #: 12532
DATE: 9/3/21 11:00 AM
SOURCE: Website
NAME: Justin Pyper

COMMENT:

Has anyone even considered counting cars and setting daily limit of vehicles for capacity in the canyon? I see car counting systems in park city letting people know when parking is full. What if we did that but closed the canyon to private vehicles and make them take the bus at that point? Much like prop 2 and the inland port I'm sure you'll just do what's best for the money makers involved but thought I'd add my 2 cents. Can't wait for the ganjola rides...

COMMENT #: 12533
DATE: 9/3/21 11:01 AM
SOURCE: Website
NAME: Caitlin Carr

COMMENT:

The gondola or road expansion in Little Cottonwood Canyon would destroy countless popular sites for rock climbing (which is very quickly growing in popularity) and would permanently alter the landscape. I urge UDOT to consider less destructive transportation solutions.

COMMENT #: 12534
DATE: 9/3/21 11:02 AM
SOURCE: Website
NAME: James Laughlin

COMMENT:

I support the gondola alternative for Little Cottonwood Canyon. Coupled with the ongoing efforts to decarbonize Utah's electric grid, the gondola is the cleanest and safest alternative with the least disruption to the local and global environment.

I have skied at Alta for three decades. On two occasions, I have been the first vehicle on the scene to a canyon closing event. In the first instance, an SUV piloted by a drunk driver from Snowbird flipped her vehicle 9 times and came to a rest sideways at a narrow point completely obstructing traffic in both directions (my mother removed the driver from her vehicle and administered lifesaving assistance to the stranger roadside while waiting for an ambulance). On the second occasion, last season, an avalanche swept a family in their vehicle off the road above the Seven Sisters turns near Tanner's Flat. The road was impassible, covered with debris three feet deep. The family survived.

A gondola might have prevented both of these near fatalities, and at the very least would have allowed safe passage for others while the obstructed road was cleared.

In addition to safety and environmental considerations, I believe the gondola is the only option that would see increased usage. People don't like buses, particularly when they have children and ski gear in tow. I've ridden gondolas in Telluride and Banff that effectively move visitors from a staging area to a ski base area. I've ridden the snowbird tram and whistler's peak to peak gondola in the summer, just for the view. When you ride a gondola, the trip is part of the adventure. Buses do not elicit the same thrill, especially when the road is obstructed by a disabled vehicle or one of LCC's frequent avalanches.

COMMENT #: 12535
DATE: 9/3/21 11:02 AM
SOURCE: Website
NAME: Tom Koester

COMMENT:

A gondola up to Snowbird and Alta could cause more traffic at the foot of the canyon with cars waiting for parking. Lifts, including gondolas commonly have weather and wind delays which could cause further delays for those looking to recreate in the canyon. If gondola usage is low in the summer months, the gondola would only really be an eye sore. A metering/ bus system would keep views of the canyon unobstructed and could minimize traffic.

COMMENT #: 12536
DATE: 9/3/21 11:03 AM
SOURCE: Website
NAME: Ethan Newman

COMMENT:

Please do not go through with a project that widens the highway in Little Cottonwood Canyon. The Gondola and Road Widening options would destroy a huge part of the climbing heritage of LCC, and important parts of the mountain culture of SLC that make this such an important place. Without these areas and boulders available for rock climbing, Salt Lake couldn't have the robust and vibrant climbing community it does. Because of the access to these wonderful climbs SLC has become the epicenter of rock climbing in the US, to the point that the Team USA Olympians came here to train. Without these boulders, it's possible that the USA wouldn't have brought home a silver medal in climbing this past summer.

If you value the mountain culture of SLC, consider all parts of it, not just commercial skiing, and please don't destroy these rocks and boulders in LCC.

COMMENT #: 12537
DATE: 9/3/21 11:03 AM
SOURCE: Website
NAME: William Tiernay

COMMENT:

I support the building of the gondola as a healthy solution to the excessive vehicular traffic in L.C.Canyon.

COMMENT #: 12538
DATE: 9/3/21 11:04 AM
SOURCE: Website
NAME: Sophia Paradis

COMMENT:

There are so many other options that need to be explored before jumping into a multi billion dollar gondola project that will take a decade. I suggest trying other options instead such as limiting private vehicles going up the canyon at peak times, running more buses during those times, and instituting 24/7 traction laws.

COMMENT #: 12539
DATE: 9/3/21 11:05 AM
SOURCE: Website
NAME: Sarah Alicandro

COMMENT:

While I agree that something has to be done, these options seem to only be benefitting the ski resorts at the top. What about the people who cannot afford to ski? What about the people who choose human powered recreation? It seems like these plans ignore the groups of people who backcountry ski, snowshoe, sled, and climb. (There is more than just winter recreation to consider!) And it feels like these people are excluded because they are not paying for the privilege of using the canyon. However, this land should be for everyone, regardless of their economic contribution. Here's what I think: yes, traffic needs to be addressed. Improved bus systems that take into account popular climbing spots or HOV only on weekend powder days are an option that I would support, with a better parking system at the bottom. I'm fine with riding the bus, and paying a little more to have more busses more frequently with more stops. I'm in favor of limiting the number of cars allowed in the canyon. I'm not fine with paying for permanent infrastructure that would forever affect the environment and the experience of Little Cottonwood, especially if that infrastructure only benefits the privileged few.

COMMENT #: 12540
DATE: 9/3/21 11:05 AM
SOURCE: Website
NAME: Shane Inglesby

COMMENT:

I am strongly opposed to both options that have been put on the table. Both plans will irreparably harm the canyon.

To spend such outrageous amounts of money to alleviate "congestion" that occurs several times a year during the winter when the funds can be directed to other transportation issues throughout the state is ludicrous. Spending this money is nothing more than a blatant attempt to appease the ski industry for the few days of inconvenience that occurs when avalanches occur or when there is a powder day on the weekend.

If the gondola plan was truly intended to appeal to and help all outdoor recreationists in the canyon, there would be more stops along the way to allow access to all portions of the canyon - not just the ski resorts. Perhaps the ski resorts should take greater responsibility and show greater concern for the canyon by limiting the number of riders to ski or ride on a specific day to help alleviate the congestion.

Gondolas will ruin the beauty of the canyon by adding towers that will be seen from miles away.

Little Cottonwood Canyon is a priceless resource that should be preserved as much as possible in its original beauty. Adding gondolas that run the length of the canyon will detract from the beauty of the canyon.

As I've driven the canyon this summer, my heart aches to think of what destruction would have to take place to add another lane and to cover the roadway in areas prone to avalanches. All for the sake of allowing a few more skiers to have easier access to the ski resorts. Seriously?!? I'm a skier. I enjoy both Alta and Snowbird but to harm the canyon further for the sake of a few days of inconvenience during the winter is an outrage.

Spirit of full disclosure, I live in Sandy. I drive Little Cottonwood Canyon frequently both during the winter and summer. I will not take a gondola that will take me double the time to get to where I want to go in the canyon. Not to mention, the cost. I have not seen much on how much it would cost to ride the gondola. I'm betting whatever the cost will be, it would be much expensive than the price of gas to get up the canyon. Not to mention the expense of time to use a gondola to get up the canyon. I'm also not going to take a bus to get me up the canyon for the same reasons.

Neither option should be given further thought. Let's manage the canyon as we have in the past recognizing it will maintain its beauty and that, during the winter, there will be some inconvenience because Mother Nature will do what Mother Nature does.

Please do not spend half a billion dollars to appease the ski industry when it will harm the canyon and the money can be better spent elsewhere in our state.

COMMENT #: 12541
DATE: 9/3/21 11:07 AM
SOURCE: Website
NAME: Ciera Rasmussen

COMMENT:

Please preserve/leave the canyon alone. There are so many people who enjoy the canyon in multiple ways that will be effected by these proposed changes. If change is absolutely necessary, please consider the least invasive method that will not change the canyons current state. I love this place and it will break my heart to see it changed so dramatically. Please please please do not change the canyon!

COMMENT #: 12542
DATE: 9/3/21 11:08 AM
SOURCE: Website
NAME: Dillon Hoxer

COMMENT:

After reviewing the proposals I believe that the environmental impact of the gondola far out way any positives. Enhanced bus service solves the same problem while providing access to the public lands in LLC to a broader base of the population.

COMMENT #: 12543
DATE: 9/3/21 11:08 AM
SOURCE: Website
NAME: Beverly Hawkins

COMMENT:

I favor one of the enhanced bus options for addressing traffic congestion in the canyon, and probably the one that would add an additional traffic lane. Buses are more flexible to future needs. Different size buses can be used for efficiency, and electric or natural gas for better environmental quality. Buses would be able to better serve all users, making stops at popular hiking, snowshoeing or back country ski access points. When the buses aren't needed as much during non peak usage, the impact would only an additional lane on the road, which might actually make the road safer for bicyclists.

The gondola would be a visual blight on the canyon scenery which would be there year round and during non peak usage. It would be much less flexible in the types of users it could serve.

I strongly oppose any gondola in the canyon and hope you'll choose one of the enhanced bus options.

COMMENT #: 12544
DATE: 9/3/21 11:09 AM
SOURCE: Website
NAME: Joseph Canakes

COMMENT:

There is no need to permanently alter the canyon, destroying the natural habitat while there are other alternatives available. These would be irreversible changes to the landscape with significant impacts. It is a narrow view to go forward with this approach, and a pathetic approach to a problem with much better solutions. It's ridiculous this is even up for debate. As someone who moved to Utah for access to climbing and skiing, this would be a horrible mistake, and have me consider moving elsewhere along with my tax dollars.

COMMENT #: 12545
DATE: 9/3/21 11:10 AM
SOURCE: Website
NAME: Daniel Barkhorn

COMMENT:

I'd love the opportunity to go to lcc at some point in my life. It frightens me that this bouldering area could be in danger by gondolas.

COMMENT #: 12546
DATE: 9/3/21 11:11 AM
SOURCE: Website
NAME: Zachariah Pinkston

COMMENT:

The winter traffic is a problem, no debate there. A gondola stretching down the canyon, although not easy on the eyes, makes a lot of sense. I boulder in LCC frequently and do not want to see any of those boulders harmed by the building of a gondola or the widening of the road. They are special to the climbing community and to me. Please work around these boulders!! They are the best boulders in the area, with a lot of history! Thanks!

COMMENT #: 12547
DATE: 9/3/21 11:11 AM
SOURCE: Website
NAME: Danny Schmidt

COMMENT:

Hello, I grew up in Salt Lake City and have been skiing in LCC for 37 years. It's shaped who I am as a person and my idea of how a huge population of people can maintain and respect the wilderness we call the Wasatch. These mountains face an uncertain future with climate change and a growing population and we need to give them all the breathing room we can to have a resilient future. This doesn't mean continuing to figure out how to get more and more people up to the ski resort with a gondola or a 6 lane road. It means slowing down, and taking easier and more immediate steps to address the congestion. I am not going to waste time cutting and pasting the text of the solutions I am talking about because you already know them all. Do the right thing. Don't turn LCC into Disneyland or I-70 in Colorado. This place is a treasure and once we spoil it we will never get it back. You want a real legacy? It doesn't look like a fancy gondola made to line the pockets of a dozen or so well-connected Utahns. It looks like an intact ecosystem, protected for future generations and for the sake of the mountains themselves.

DO THE RIGHT THING. THESE MOUNTAINS ARE PRICELESS.

Thanks,

Danny Schmidt

COMMENT #: 12548
DATE: 9/3/21 11:12 AM
SOURCE: Website
NAME: Ethan Jenkins

COMMENT:

I can't say no to a gondola loud enough or with enough conviction. Please, just give us more busses. ThTs clearly the right answer here.

COMMENT #: 12549
DATE: 9/3/21 11:14 AM
SOURCE: Website
NAME: Mark Chilcutt

COMMENT:

Leave our beautiful canyon the way it is. In my 40 plus years we have always had congestion problems especially when it's snowing. We have a over population problem not a canyon problem. Leave LCC alone. A gondola is the worst idea ever. If you're going to do anything modify the current bus transport system.

COMMENT #: 12550
DATE: 9/3/21 11:14 AM
SOURCE: Website
NAME: William Jannine Gilmer/Hogan

COMMENT:

DATE: 02 September 2021
ATTENTION: Little Cottonwood Canyon Draft EIS Project Team
FROM: William Gilmer and Jannine Hogan
SUBJECT: Comments on UDOT Draft EIS for Little Cottonwood Canyon

Madams & Sirs,

We have reviewed portions of the Little Cottonwood Canyon Draft Environmental Impact Statement and read the DEIS Executive Summary. While we fully understand the daunting issue in front of the Utah Department of Transportation's (UDOT) efforts to ease traffic congestion in the canyon and mitigate safety issues caused by avalanche conditions we believe there are far cheaper alternatives to resolve the part-year access issues caused by patrons of the Alta and Snowbird Ski areas. Further, the preferred alternatives are fully centered on the ski areas and fail to take into consideration the significant impacts these alternatives will have on the greater portion of multiple use activities enjoyed by a large portion of the local Utah population.

Of the two UDOT preferred alternatives the Gondola Alternative B should be given no further consideration as it does nothing to enhance canyon user experience for anyone but visitors to the ski areas. This is nothing more than a novelty mode of transportation akin to a ride at Lagoon or Disneyland and reduces the national forest lands to an amusement park type atmosphere. While the Enhanced Bus Service in Peak-Period Shoulder Lane Alternative makes much more sense than a gondola the associated price tag of \$493 to \$510M, environmental impacts, limited enhancement to the skier only experience, and the destruction of climber bouldering areas does not justify this alternative. As Senate Bill 277 "charged the Utah Transportation Commission with prioritizing projects" it did not direct it to commit a significant amount of taxpayer dollars to a project that will benefit a small slice of the wide variety of persons that live in the Salt Lake Valley, many because of the unique access to such terrain as that available on a year-around basis in Little Cottonwood Canyon. Considering that Alta and Snowbird may contribute about 20% of total Utah skier days, and that the 2019/20 ski season generated about \$1.5B in revenue, their portion of economic contribution could be about \$300M. At a significant price tag of \$500 to \$600M, with the reality of escalating to \$1.0B, it is hard to justify the two UDOT alternatives and it will take many years to realize a return on investment.

There is a very real need to address the current congestion issues during peak ski season and to plan for future growth. We feel that the Enhanced Bus Service Alternative and a concerted effort to alter skier behavior when traveling to the ski areas is a much more judicious approach monetarily, environmentally, and respectful to the wide range of Little Cottonwood Canyon users. Potential implementation includes:

1. Increase capacity of mobility hubs and frequency of buses now.
2. Reduce per ride cost as much as possible with increased subsidies from Alta and Snowbird and continue to provide bus fare for season pass holders.

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3. Identify and coordinate with hotels and motels predominately used by skiers to tie-in their private shuttle services with frequent and easily accessible bus services to ski areas. Advertise in a conspicuous manner on ski vacation websites the advantages of, and how to use, the bus system.
4. Consider interspersing buses that will stop at backcountry trailheads (most likely White Pine) to incentivize other than ski area users to also ride the bus.

5. Implement tolls at a cost that will incentivize ski area users to ride the bus. Perhaps use a sliding scale that is punitive to single passenger vehicles and rewards full vehicles.

6. During peak season ski area use and avalanche control days, which are synonymous with high-use days, implement at the mouth of the canyon or further back on 9400 South or Wasatch Boulevard, the following:

- Turn away all single passenger vehicles
- Limit vehicle numbers to available parking spots at ski areas
- Give priority access for final leg of route (up canyon) to buses, and
- Require traffic control cost to UDOT to be subsidized by Alta and Snowbird.

Additional implementation to benefit ALL canyon users:

7. Do not reduce trailhead parking with Peak-Period Shoulder Lane Alternative and increase the number of slots to 30 or more at the Gate Buttruss parking. If PPSL is implemented final configuration must provide for overflow parking in lane.

8. As funding becomes available, upgrade trailhead capacity, parking ""and toilet facilities. Consider all trailhead requirements in the context of multiple use criteria as dictated by the USFS and not in the economic development, ski-area centric viewpoint as presented in this Draft EIS. Understandably, the ski areas are a significant contributor to the overall economy of the state of Utah but, when it comes to the Wasatch canyons, there a significant number of individuals that use these canyons and will not benefit from these suggested alternatives for Little Cottonwood Canyon traffic mitigation. In a place where we can suffer "the worst air in the world" and the second driest state in the Union faces very real water shortages, the primary interest of government should not be to make it easier for patrons to drive and allow the destruction of very important riparian habitat but, to educate and provide the public with readily accessible public transport and protect the environment from irreparable damage. We sincerely believe that there are options as presented above that are significantly less costly, less impactful and more robustly beneficial to the entire user community.

There is a point where quality of life, its attraction to current and future residents, far outweighs pell-mell development for the sake of a dollar.

Regards,

Will Gilmer & Jannine Hogan

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COMMENT #: 12551
DATE: 9/3/21 11:16 AM
SOURCE: Website
NAME: James Ruda

COMMENT:

As a user of Little Cottonwood Canyon for many of the recreation opportunities, it has to offer, including bouldering. I think it would be detrimental to the quality of life for many of its outdoor users to expand the road or to install a gondola in the canyon. I frequent the canyon to hike and boulder with my family. This allows us to get outside a short drive from our house and disconnect for a little while. Both the expanded road and gondola would destroy boulders I frequent with my family. Adding the gondola and expanded road only benefits the already rich ski resort owners. There are many other users in the canyon other than people who access the ski resorts. Other recreation users need to be considered before an expensive project is started in the canyon. Thanks for your time and consideration.

Best,

James

COMMENT #: 12552
DATE: 9/3/21 11:17 AM
SOURCE: Website
NAME: Vanessa McPhie

COMMENT:

I strongly disagree with the gondola. it does not solve the traffic problem. It pushed the traffic down into cottonwood heights. Try scheduled times to arrive at the resort. Try bus lanes. Don't ruin our canyon for big profit resorts gain.

COMMENT #: 12553
DATE: 9/3/21 11:17 AM
SOURCE: Website
NAME: Diana Reese

COMMENT:

As a frequent visitor of Little Cottonwood Canyon, I have concerns about placing a gondola going up the canyon. I am worried about the environmental impact and the impact on our reservoir. I feel that increasing fees during high traffic times and increasing access to a shuttle system could service the need without an expensive gondola that would change the face and beauty of our canyon. I am opposed to the proposed action, as I believe, are many of my friends and neighbors, who are the most likely to be impacted by the expense of this project. Please maintain the beauty of the canyon. Leave it as it is.

COMMENT #: 12554
DATE: 9/3/21 11:17 AM
SOURCE: Website
NAME: Max Mancuso

COMMENT:

I strongly feel that neither the gondola nor the snow sheds are a reasonable or sustainable choice for the little cottonwood project. I greatly appreciate the work UDOT is doing, and does all winter long however I do not feel that these are the proper solutions. The environmental impact of these two options is too extreme to just put in without and prior environmental management in place. You will be affecting and altering the landscape too abruptly with no prior inventory of taxa of little cottonwood. How do you think this will affect the fishing of little cottonwood? How do you think this will affect the climbing in little cottonwood? How do you think this will affect all of the moose traffic and other ungulate traffic in little cottonwood? The natural avalanche patterns? How do you plan on making sure the avian species of little cottonwood aren't drastically affected by the gondola and the snow sheds? These are all rhetorical but if you do not have a reasonable answer that solves any and all of these problems then this construction project isn't the answer.

I personally think we start small, hire traffic regulation or install a booth or gate, somewhere in little cottonwood to scan residents and busses in. Do not permit single cars up the canyon, just the same as you do not allow vehicles with no four wheel drive up. The bus lane was also a decent idea and with that construction the bike lane addition could be improved. The less impact and alteration we have on the environment now, the better.

Thank you so much for your time,

An environmentalist, an avid skier and snowboarder, an angler, a climber, a biker, a birder, an overall outdoor enthusiast.

Be better.

COMMENT #: 12555
DATE: 9/3/21 11:18 AM
SOURCE: Website
NAME: Alexandria Mackelprang

COMMENT:

I do NOT support the proposed changes. Far too invasive and bad for the canyon. DECIDEDLY AGAINST proposed changes.

COMMENT #: 12556
DATE: 9/3/21 11:18 AM
SOURCE: Website
NAME: Madison Steee

COMMENT:

Just no. I am against this for the sake of the canyon and the people who use the canyon for anything other than an expensive snow sport.

COMMENT #: 12557
DATE: 9/3/21 11:19 AM
SOURCE: Website
NAME: Allison Peterson

COMMENT:

I still prefer the designated bus lanes, and feel it should be available for summer use.

COMMENT #: 12558
DATE: 9/3/21 11:20 AM
SOURCE: Website
NAME: Mackenzie Hobbs

COMMENT:

No one wants the gondola. As an avid skier and an environmentalist, this is an option that doesn't make sense nor will it provide any substantial benefit. Listen to all these comments and listen to the community, any new approach, or even no changes is better than a gondola.

COMMENT #: 12559
DATE: 9/3/21 11:20 AM
SOURCE: Website
NAME: Stephanie Sims

COMMENT:

Little Cottonwood holds a special place in my heart. Not because of the private resorts, but because of the incredible access to public land so close to the city. There are very few places in the county where this type of access exists so close to a city as large as Salt Lake. These canyons are magical, healing, beautiful, but most importantly of all, vulnerable. I grew up in Florida where I watched what little access we had to wild places disappear due to private interests and their wealthy influence in politics.

I understand the traffic has become a major problem for a few days per year and it should be dealt with. However, it should be dealt with responsibly. Going as far as building a massive \$500M gondola is not a responsible solution for a problem that only exists for a small fraction of one season. As many individuals and organizations have noted in the hearings and otherwise, there are less destructive alternatives. Even Mayor Jenny Wilson has recently spoken out against both the gondola and road widening.

As many others have proposed, I would like to see alternatives such as an expanded bus system without road widening. There should be tolling that is based on use. The more private vehicles up the canyon, the more expensive the toll. This would encourage carpooling and utilizing the bus. It has been shown to work in many other areas. There may even need to be a capacity limit on private vehicles. On the heaviest of use, beyond a certain number, they would need to take the bus. Unlike the gondola or road widening, these efforts would be highly dynamic. They can be adjusted based on need.

Both alternatives proposed have a catastrophic impact on my main use the canyon, bouldering. It's hard to explain to someone who doesn't climb how important these boulders are to us. We develop relationships with them that challenge and help us to grow physically, mentally, and even spiritually. The thought of them being destroyed or having access impacted makes me sick.

Both alternatives only benefit one use of the canyon and two private companies. I encourage you to take a step back and think about what will be best for everyone living in this great state and for every use (year round) rather than what is best for a single group during a small portion of the year.

COMMENT #: 12560
DATE: 9/3/21 11:20 AM
SOURCE: Website
NAME: Thornton Garcia

COMMENT:

Hi - i am in favor of the bus option more because it is the more reasonable short term solution and is season efficient. I am more apt for a rail service though because this would greatly reduce traffic, provide options for all communities, be more economic and environmentally friendly, be convenient option for compact area, and better connect to other roadways. Also it is awesome.

COMMENT #: 12561
DATE: 9/3/21 11:22 AM
SOURCE: Website
NAME: Brett Bloxom

COMMENT:

Both options destroy the history and recreation opportunities in Little Cottonwood Canyon. There is one user group that benefits and dozens that will be permanently hurt as a result. Please consider more than just skiers from out of state driving up and down this canyon. Expanding the road and the gondola are both horrible ideas that will cause permanent damage and overall will negatively impact the local economy as you destroy the recreation opportunities for every other user group. Please do the right thing and take the time to reconsider the options. These two options are not good for anyone.

COMMENT #: 12562
DATE: 9/3/21 11:23 AM
SOURCE: Website
NAME: Dean Petersen

COMMENT:

Nope, hard to believe either of these are the options landed on. And yes I've watched all the marketing provided by your team. Of the two, widening seems smarter but still seems excessive. The gondola literally only benefits the ski resorts given they have just the two stops. And why are people going to take that when they don't even take the busses now? Why not toll the road, provide more buses first and then if it still doesn't help, spend 600 million. It's like the local government has tax money that is burning a hole in their pocket. Let's either tax me less or improve in areas that make more sense, better bang for buck and serve a greater number of society. So to be clear, I don't think the city/state should go through with either and will hopefully make my voice known to the local elected officials to stop this mess. I have not talked to a single friend anywhere that thinks this is a good idea.

COMMENT #: 12563
DATE: 9/3/21 11:26 AM
SOURCE: Website
NAME: Seth Fankhauser

COMMENT:

NO to the gondola.

Reluctance for road widening in the canyon to accommodate bus service

Require ski resorts to limit day passes.

COMMENT #: 12564
DATE: 9/3/21 11:27 AM
SOURCE: Website
NAME: Whitney McReynolds

COMMENT:

First of all UDOT needs to assess the true capacity of LCC and what it can handle. The canyon is already too busy and maxed out at trailheads and during winter powder storms (not to mention summer traffic - especially during snowbird octoberfest). The gondola is an absurd alternative (with ridiculously high towers and lights) that only benefits the ski resorts. It does not provide access to our public lands and trailheads throughout LCC. Therefore I am in favor of the enhanced bus alternative. The canyon is in need of snow sheds for avalanche safety and if UDOT can minimize its footprint all the better. I am not in favor of jamming more people up LCC however with road widenings on wasatch etc. All of those people cannot fit up the canyon and the road widening should be based on an accurate capacity assessment (not just an extrapolation).

COMMENT #: 12565
DATE: 9/3/21 11:28 AM
SOURCE: Website
NAME: Eduardo Carvalho

COMMENT:

This is a world class climbing area! Please don't take it from us!

COMMENT #: 12566
DATE: 9/3/21 11:29 AM
SOURCE: Website
NAME: Stefan Zumbrennen

COMMENT:

Build the gondola for Little Cottonwood

COMMENT #: 12567
DATE: 9/3/21 11:31 AM
SOURCE: Website
NAME: Dan Urban

COMMENT:

Both proposals are extravagantly wasteful financially while also severely damaging to the ecology and character of Little Cottonwood. Before any such extreme alternative is implemented, lighter touch solutions should be tried. Incentivize carpooling and existing bus use through a toll system and better parking at the bottom of the canyon. This could be implemented almost immediately, and the results of its efficacy could be evaluated in just a couple of years. Please do not dramatically and forever alter this amazing landscape before trying other and totally viable means of limiting car traffic.

COMMENT #: 12568
DATE: 9/3/21 11:32 AM
SOURCE: Website
NAME: Ashley LaPoint

COMMENT:

As a concerned Utahn I would like to discuss the two options that UDOT is offering for Little Cottonwood Canyon as grossly negligent of critical thought. Neither option is environmentally friendly considering Little Cottonwood could limit cars, require permits, and/or fine those for having incorrect tires or no chains. There are many solutions that would fix the current issues without driving up taxes and/or expanding a road that would ruin climbing in the canyon. There should be an environmental impact report run on both options before even beginning to consider them as viable.

COMMENT #: 12569
DATE: 9/3/21 11:33 AM
SOURCE: Website
NAME: Brian Oldfield

COMMENT:

Don't move the boulders!

COMMENT #: 12570
DATE: 9/3/21 11:34 AM
SOURCE: Website
NAME: Michelle Ludema

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,
Michelle Ludema
Salt Lake City, UT

COMMENT #: 12571
DATE: 9/3/21 11:38 AM
SOURCE: Website
NAME: Scott Osborn

COMMENT:

I do NOT want a tram going up little cottonwood Canyon. Stop catering to these big companies and listen to the people. I love skiing but it shouldn't be the main deciding factor for what happens to the canyon.

COMMENT #: 12572
DATE: 9/3/21 11:40 AM
SOURCE: Website
NAME: Steve Forchelli

COMMENT:

My preferred enhancement would be the gondola solution.

COMMENT #: 12573
DATE: 9/3/21 11:41 AM
SOURCE: Website
NAME: Brenda Ryan

COMMENT:

I am against the gondola. I do believe we need better transportation options that are safer. However, there are other issues at hand. I believe a bus system would allow stopping at other places such as trailheads where a gondola is selfishly just servicing the ski resorts. I also think there should be some limit to the number of people in the canyon on any given day. There are some days that I believe are just too busy. Everyone wants a good experience, but no one gets it. The ski resorts can handle quite a few people, but not limitless. Little Cottonwood Canyon is a treasure, but it will continue to get pounded by people as the population of the Wasatch Front grows. The experience by everyone will continue to decline as will the health of the canyon itself. Other natural places limit visitors to preserve the natural area and the experience. I would much prefer to see a bus system where the crowds could choose several places to explore and limiting the number of people in the canyon itself....even if that meant I could not visit as much either.

COMMENT #: 12574
DATE: 9/3/21 11:42 AM
SOURCE: Website
NAME: Andrew Burman

COMMENT:

Have we looked into a toll during the peak times? Weekends, holidays, etc.? And then we could use the toll fund to pay for the expanded bus and valley parking option? These two options seem to benefit the ski resorts greatly without them having to pay the price. Maybe season pass holders could get toll passes at a discount? Just trying to limit impact to non canyon users (tax payers) for something that will mostly benefit snowbird and alta.

COMMENT #: 12575
DATE: 9/3/21 11:42 AM
SOURCE: Website
NAME: Christina Di

COMMENT:

DO NOT PUT IN A GONDOLA. Increasing bus times and park and ride space is a much better solution. Using tax payer dollars to ruin the canyon and disrupt its beauty and change the environmental land scape forever for an expensive and private ski resort is ridiculous and irresponsible.

COMMENT #: 12576
DATE: 9/3/21 11:42 AM
SOURCE: Website
NAME: Jonathon Nichols

COMMENT:

Please consider alternatives other than these two. These options would permanently alter the canyon for the sole benefit of a ski resort and would only alleviate traffic for a few days a year. Please consider ALL users of the canyon and options with much less impact, or rather try those options first before immediately resorting to such drastic measures.

COMMENT #: 12577
DATE: 9/3/21 11:43 AM
SOURCE: Website
NAME: Logan Gillen

COMMENT:

I support exhausting tolling and other traffic mitigation efforts combined with increased busing to exhaust the least environmentally damaging options first before widening the road or putting in the gondola. It seems the overall capacity of users per day in peak winter days has already been exceeded. Bringing in more people by other means fails to protect the recreational and watershed resources of LCC.

COMMENT #: 12578
DATE: 9/3/21 11:43 AM
SOURCE: Website
NAME: Connor Arrington

COMMENT:

The status quo in Little Cottonwood Canyon (also true for Big Cottonwood Canyon) is unsustainable. It is only going to get worse. Action is needed now. I believe that Gondola Option B is the best choice and appears to have very limited environmental impact and minimal visual impact. Making necessary changes for travel up Little Cottonwood Canyon will only get more and more expensive. We must act now.

COMMENT #: 12579
DATE: 9/3/21 11:45 AM
SOURCE: Website
NAME: Isabelle La Motte

COMMENT:

As a Salt Lake resident and a recreator in Little Cottonwood Canyon I think that it would be a true shame to implement a transportation “solution” that imposes environmental harm on a place that we frequent precisely because of the beauty of its landscape. Both the gondola and additional bus lane do just that. As an Alta Ski Area employee I see first hand that the resources we currently have are not being used to their full potential. So, let’s start there. Let’s create a bus schedule that frequents the canyon more often, as well as additional times earlier in the morning and into the night. Let’s incentivize bus riding by taking away the fee and subsidizing the bus system (clearly the funding exists to do so if multi-billion dollar options are on the table). On storm days let’s put the traction requirements on at the beginning of the day, not just when it begins to snow. Let’s not just check the type of car but the actual quality of tires on vehicles at the mouth of the canyon.

Additionally, the issue of congestion on storm days only occurs during a few weeks out of the entire year; a stat that is targeted to decrease as climate change affects snowfall amounts. So, why are you so eager to implement irreversible change in the canyon for a problem that is sure to decrease over the years at the rate this warming world is headed?

It feels as though those in control are jumping to the flashiest options when in reality we haven’t even come close to putting our current systems to the test.

COMMENT #: 12580
DATE: 9/3/21 11:48 AM
SOURCE: Website
NAME: Catherine Chambless

COMMENT:

For over 50 years my family has enjoyed Little Cottonwood Canyon for many purposes throughout the year: hiking, picnicking, wildflower and animal watching, cross-country skiing, downhill skiing, and dining at Alta and Snowbird. We would like stops at many different spots along the road. We prefer the enhanced bus service, either with or without the road widening. This alternative would allow for more stops, cost less, and have less impact on the natural appearance of the canyon. We would support limiting car traffic at certain times of high demand (such as winter ski days) or when conditions block the road; also tolls such as in Millcreek.

This same EIS process is needed for Big Cottonwood and other canyons along the Wasatch Front. We should not allocate a disproportionate share of public resources for a gondola for a single canyon. Enhanced bus service is a modest and sensible solution that could be expanded and used in other nearby canyons.

COMMENT #: 12581
DATE: 9/3/21 11:49 AM
SOURCE: Website
NAME: Benjamin Griscom

COMMENT:

As someone who lives out of state a Gondola would be the preferred option. It would enable easier access to the ski resorts and reduce the need for a car, less day prone than a bus, and is easier to use than bus. Driving up in the canyon can be difficult for anyone but especially someone out of the state.

COMMENT #: 12582
DATE: 9/3/21 11:51 AM
SOURCE: Website
NAME: Kelli McEwan

COMMENT:

I've thought about all of this long and hard, as well as discussed with people for the gondola, and those against any change. I fall somewhere in the middle. I work up the canyon and I would be the ideal person to benefit from some of these changes however, I feel like we haven't explored the things we need to first in order to move forward with massive change.

First off the gondola/train in any form, It's solving for a problem we can solve in other ways. If we have the tax dollars for this then we have money we can use in immediate ways now.

Snowbird inadvertently solved congestion this last year with Parking Reservations, that was free and equal opportunity. A few bugs yes, but it can be worked through, people hired, and provide a guaranteed spots, in a real equal way. With less social distancing restrictions we can really begin to use this method with carpooling. As an employee I never felt more taken care of with this method, I felt that the resort valued the people over money. It started as a way to social distance on the mountain with Covid, however it worked at such a smaller expense than a gondola would ever cost. The lines in the canyon were greatly reduced, even Alta drivers took notice as they scurried up at 6 am for their parking spots. Less cars were on the road, idling for less time, not to mention it kept the skiing product better. I honestly ski weekdays to stay sane, as the lines on weekends were and still are maddening. I'm looking forward to the singles line and filling up chairs as a way to move things along. That being said we still need a good ski product, 20 minutes in any freshly opened terrain at snowbird gets skied out, with a 30-40 minute reload time, are we really looking for ways to make this worse by getting more people to the resorts? I know prices will increase unless we offer it to more people, but more people cheapens the experience. Not to mention that's not a good excuse to expand terrain. We see the long term ploy being played, make the resorts so packed they'll be begging for expansion... is that really what's best for our lands and our people? It's a resort, but I'd like to not think of it as Disneyland. Little Cottonwood takes pride in the expertise it takes to ride this mountains, and let's be brutally honest, expertise isn't an excuse for exclusion especially based on money. It feels like conflicting ideas at first, but let's be clear, creating a product that you have to pay extra for better parking, extra for more mountain/pass access, more for places to store your stuff, it all wreaks of classicism. If we want more diversity, lower income people and minorities we have to create real opportunities for them to be included in the sport, so it's beyond me why we want to create a system that forces the lower income into a system that takes more time than driving, makes them store their food and creature comforts farther away which is a way to force resort prices on them when they get here for lockers, things they forgot and resort food costs.

It's all good intentions but I don't think we've solved any of the issues at the resorts yet. I would LOVE to see some of this gondola/state money used to incentivizes weekday skiing, lower income grants/discounts, free buses for certain groups beyond pass holders, and education for the love of a sport that shouldn't be 7 summits based.

Currently we need to offer better parking with our ski buses, we already have them, we are already paying for them, and no one can get on them after the parking lots fill up. The month of the canyon need a pedestrian tunnel or bridge to the parking lot with a pick ant drop off that doesn't have them crossing traffic, or a yield light for down traffic. Riding the bus is tiring, lines are long, takes extra steps (which a gondola would have the same bottleneck at peak times). But it's a system already in place that can be better, before we build something that cannot be unbuilt. If Alta and Snowbird offered parking reservations that are fair, we should see drastic decrease in traffic, people can carpool in the se vehicles, and still take the bus if their times don't line up perfectly. Backcountry skiers, shouldn't be

punished for the resorts success so they should have access to first come serve as well as dedicated reservations.

Overall, I think we just have a too many people want to ski problem, more than a getting people to the resort problem and I don't think we've solved for all the cheaper ways yet before we permanently alter landscapes.

COMMENT #: 12583
DATE: 9/3/21 11:51 AM
SOURCE: Website
NAME: Emma Marshall

COMMENT:

I am firmly against the gondola solution to LCC congestion issues and strongly hope this option does not become a reality in Little Cottonwood Canyon. I don't think this would solve many of the congestion problems, merely re-locate them. I also think this would negatively impact the natural setting of Little Cottonwood Canyon in an irreversible way. If Snowbird and Alta want a gondola to transport consumers directly to their businesses and nowhere else, they should pay for it. A publicly-funded and administered solution should not prioritize users of for-profit businesses over others.

COMMENT #: 12584
DATE: 9/3/21 11:52 AM
SOURCE: Website
NAME: Sarah Diamond

COMMENT:

To whom it may concern,

As a lifelong resident of Utah, skier at Alta Ski Resort for 30 years, and homeowner in Albion Basin, I am submitting this comment in strong opposition of the gondola option for LCC. There are pieces of the current DEIS that are a good place to start in solving the congestion to the canyon. Instead of spending half a billion dollars for unproven traffic methods (gondola, train, road expansion), UDOT and the state of Utah should try other methods to alleviate a problem that really only happens several days per year. This is a complex problem that will only be exacerbated by getting more people up to the ski resorts with the current DEIS proposals. The answer is not to get more people up the canyon! There has not been any holistic attempts at improving traffic up the canyons and it should not start with massive construction projects of gondolas, trains, or even lane extensions. Some proven systems could include: enforcing traction rules, implementing a toll system, limiting the amount of cars up the canyon per day, building a parking structure at the mouth of the canyon with increased funding for public buses, free bus tickets on weekends, and variable lanes that only allow HOV and busses during peak hours. It is a HUGE disservice to the people of Utah and the canyon itself to fund a monstrosity with taxpayer dollars, in terms of money and aesthetics (the gondola), that benefits 2 private businesses during one season of the year without using resources that leverage the existing infrastructure LCC has in place. We can accomplish maintaining an environmentally sound canyon with helping people better experience the canyon without massive development in the canyon. From a person who considers this canyon home both literally and figuratively, my strong vote is against a gondola, train, and massive lane extensions that will turn Little Cottonwood Canyon into a money making factory instead of an escape from the exploitation of urban living and the IKON pass.

COMMENT #: 12585
DATE: 9/3/21 11:53 AM
SOURCE: Website
NAME: Ethan MacKay

COMMENT:

Anything but the gondola please

COMMENT #: 12586
DATE: 9/3/21 11:54 AM
SOURCE: Website
NAME: Abraham Kim

COMMENT:

Hello,
My quick thoughts about this.

You will be building something only to satisfy a certain group of people during a certain season. To satisfy these people, you're willing to do something that cannot be reversed. My question is, are you selling out to money or really looking to improve Utah?

COMMENT #: 12587
DATE: 9/3/21 11:54 AM
SOURCE: Website
NAME: Jamie Simper

COMMENT:

Voting for gondola

COMMENT #: 12588
DATE: 9/3/21 11:55 AM
SOURCE: Website
NAME: Jason Quan

COMMENT:

This project will be detrimental to what Utah is based on: outdoor recreation! You're destroying prime boulders used in climbing which will decrease activity in that area.

COMMENT #: 12589
DATE: 9/3/21 11:55 AM
SOURCE: Website
NAME: Mike Stone

COMMENT:

Absolutely no gondola!

COMMENT #: 12590
DATE: 9/3/21 11:55 AM
SOURCE: Website
NAME: Melissa McGibbon

COMMENT:

Please do not put a gondola in LCC. We don't need ways to get more people into the canyon, we need to thin the crowds trying to get up the canyon at the same time. Perhaps the impetus should be put on Snowbird and Alta to reduce the traffic competing to get to the resorts by implementing a tee-time lottery system. That way only those who have a 9am tee-time would need to be in the canyon during a specific window of time. There could be several tee times until crowds thin by the afternoon. There's a fair way to do it so that pass holders and day ticket purchasers feel that they are getting value for their money and have equal opportunity for access. If you put a gondola in, you will irrevocably destroy this place. Overcrowding at ski resorts detracts from the experience of every skier and snowboarder. We should create a situation that makes for fewer people in the canyons, not more.

COMMENT #: 12591
DATE: 9/3/21 11:55 AM
SOURCE: Website
NAME: Galen Peterson

COMMENT:

While skiing brings a huge amount of revenue to the wasatch and Utah generally, lower snow pack and shorter ski seasons bring into question the long term ROI of continued investment into the ski industry by tax payer money. Instead, the county should be a leader in multi use recreation planning, which includes rock climbing. Climbing is one of the fastest growing sports in the US, and Team USA is based in SLC. It would be short sighted, and counter to state of Utah goals to promote climbing to destroy unique outdoor climbing for a gondola.

COMMENT #: 12592
DATE: 9/3/21 11:56 AM
SOURCE: Website
NAME: Kelsey Adkins

COMMENT:

I strongly oppose the gondola. One of the best things about spending time in the canyon, whether walking, biking, hiking, or climbing near the mouth and mid-sections of the canyon, or skiing near the upper sections, is being surrounded by nature's beauty within the steep confines of those canyon walls. It's a small wonder to be so close to a city, yet feel such a rugged, alpine connectivity to the mountains. Gondola towers would severely detract from this very special experience for people. I can't imagine climbing my favorite routes at the Gate Buttriss, perched at the belay station and look out to the south to see towers, a red car, and hear the whirring of mechanical equipment as opposed to the unobstructed sunlight on the rock faces, birds of prey gracefully riding thermals, and actually hear the rustling of the leaves in the trees by the creek, and for a few moments have escape from the city. To not have this would be the antithesis of why so many people adore little cottonwood canyon. As an avid resort and backcountry skier, I shudder to think how being able to rapidly bring *even more* people into the canyon on a given winter day could possibly be a good thing. This canyon is overcrowded with people already. What about the impact on the wildlife and the environment? I am in support of expanded bus service. If nothing more than it should at least be utilized FIRST before going straight to a solution that has such long term impact on the degradation of the experience for people, and degradation to the mountains and animals themselves because of [too many] people.

COMMENT #: 12593
DATE: 9/3/21 11:56 AM
SOURCE: Website
NAME: Eva Finn

COMMENT:

Preserve LCC!!!

COMMENT #: 12594
DATE: 9/3/21 11:56 AM
SOURCE: Website
NAME: Mackenzie Madsen

COMMENT:

Please, don't make decisions to alter the beauty of this canyon. It should be fairly easy to make shuttles to the resorts, forcing those cars to park at lots at the base of the canyon. It would be best to leave the roads for car travel to those climbing & bouldering LCC as well as those hitting the trails. The resorts are the main source of congestion- perhaps they can help fund the shuttles.

COMMENT #: 12595
DATE: 9/3/21 11:57 AM
SOURCE: Website
NAME: Deborah Platz

COMMENT:

We have skied at snowbird quite a bit and have had season passes for 3 of the past 4 years and will again this season. From our experience skiing most Saturdays of the 2020/2021 ski year, I would like to share that I am hoping that Snowbird is looking at how it can open up it's mountain more efficiently. I know there are limits to how you can control nature and it takes time to make sure the mountain is safe after a big snow storm. But I could foresee a future where one of these two big projects is complete, and lots of users have made it safely up the canyon only to wait in a huge long line at Gad zoom and Mid Gad because the rest of the mountain is not yet safe to open up. This happened quite a bit last year. It was frustrating. I sincerely hope the mountain is looking at this scenario. It think to have a successful project all parties involved need to be working together. Thank you.

COMMENT #: 12596
DATE: 9/3/21 11:58 AM
SOURCE: Website
NAME: Dylan Spence

COMMENT:

Please do not build a gondola. LCC is an incredible bouldering destination for many, many climbers. The gondola would have a severe negative impact on an area that is very important to vary many people.

COMMENT #: 12597
DATE: 9/3/21 11:58 AM
SOURCE: Website
NAME: Jake Gottschalk

COMMENT:

The preferred alternative utilizing the gondola would fail to reduce congestion in Little Cottonwood Canyon, and is clearly a move to increase travel to Alta and Snowbird, acting as a subsidy to those ski resorts. While tourism and ski tourism are important to Utah and the Wasatch front, the gondola would fail to reduce congestion for folks using the canyon's lower reaches in both the winter and summer, and will damage climbing areas and other areas of the lower canyon, while also ruining the wild aesthetic of the canyon. The gondola is favored for direct tourism gains, and will not benefit the residents of the rapidly expanding Wasatch front who use the canyon to recreate, and should be prioritized

COMMENT #: 12598
DATE: 9/3/21 11:59 AM
SOURCE: Website
NAME: Michelle Parkinson

COMMENT:

As someone who drives the canyon 5 days a week for the last 11 years, I have been on many road closures and slick roads. The problem with more busses is it doesn't solve the avalanche danger on the road. There will always be slides and closures. Putting more buses will not solve the problem and people don't like riding busses. If you are going to Alta, you cannot be expected to stop at multiple Snowbird stops. It is long, uncomfortable and not feasible. Traffic will continue and cars with bald tires we still go up the canyon and interfere with more busses. Please have the lights on for 4wd 24/7 during the months from Nov. to April. This would be a first step in controlling canyon congestion and slide offs. This costs nothing and would help tremendously. Widening the road will only cause more problems with more cars on the road.

Please consider seriously controlling who can go up in what car.

Thank you.

COMMENT #: 12599
DATE: 9/3/21 12:00 PM
SOURCE: Website
NAME: Elijah Conlee

COMMENT:

Subject: Preserve Iconic Climbing in Little Cottonwood!

The transportation plan (s) as proposed ignore a crucial element of LCC recreation. It is shortsighted to presume that skiing access is the primary long-term "best use" - climate change is dramatically altering snow patterns (I'm sure this is not a surprise) and climbing is a HUGE component of LCC and Utah's recreation industry - and it continues to grow exponentially year over year. Widening the road in favor of motor vehicle/bus access or constructing a Gondola with major impact to key climbing spots in LCC is unacceptable. Please consider protection of the climbing in LCC as EQUALLY important to the requests of the major, money-backed ski resorts. The long-term reality of recreation in LCC is a both-and with skiing and climbing, not an either-or. Please adjust plans accordingly.
Many thanks from a climber/skier!

COMMENT #: 12600
DATE: 9/3/21 12:02 PM
SOURCE: Website
NAME: Spring McMurray

COMMENT:

The gondola will absolutely ruin the beauty of the canyon. Enhanced bus services are definitely the way to go. There are already enough man made things in that canyon we don't need to add any more that will be an eye sore the entire way up the canyon.

COMMENT #: 12601
DATE: 9/3/21 12:02 PM
SOURCE: Website
NAME: Nathan Omer

COMMENT:

Preserving the natural state of Little Cottonwood Canyon as much as possible is crucial to what makes the canyon so great as a natural and economic resource. I DO NOT support the gondola option as it would negatively impact much of what makes LCC so popular and it would not effectively address the congestion problem in the canyon as it would not service any of the canyon's users below Snowbird or in the summertime. I also DO NOT support road widening because it would have a very large environmental impact on the canyon and it would only create more road to get more congested. In order to reduce congestion, UDOT needs to create a system which incentivizes the public to change their travel habits and preferences away from private car use. UDOT needs to reevaluate and create a plan which includes a toll on private vehicle travel in the canyon and an enhanced bus / shuttle service. Please do not implement a plan which will degrade the canyon and poorly address the issue of congestion."

COMMENT #: 12602
DATE: 9/3/21 12:04 PM
SOURCE: Website
NAME: Jennings Leavell

COMMENT:

Refrain from the gondola and road widening options. Tolling and increased bussing options are much less disruptive and destructive. Traffic is inevitable, but marring the beautiful landscape further with more infrastructure is unnecessary.

COMMENT #: 12603
DATE: 9/3/21 12:04 PM
SOURCE: Website
NAME: Elizabeth Leh

COMMENT:

Do nothing. Use our tax dollars on something everyone can benefit from. Do like Deer Valley and limit the amount of passes sold for the day. Don't be greedy Alta and Snowbird. Get rid of the Ikon pass. And yes, I am a Snnowbird pass holder and have been for years.

COMMENT #: 12604
DATE: 9/3/21 12:08 PM
SOURCE: Website
NAME: Matthew Sabin

COMMENT:

Please do not build the gondola. There are more financially wise ways to help reduce canyon congestion. Expand bus services before anything else and put in a toll booth to enter the canyon in order to incentivize using the bus system.

COMMENT #: 12605
DATE: 9/3/21 12:08 PM
SOURCE: Website
NAME: Lori Vellinga

COMMENT:

As a local resident, I do not support either option. Increasing capacity and crowds in the canyons at the expense of the environment and the experience is not agreeable to me. Tolling and other less intrusive and expensive options like reservations (as at Zion) to control traffic seem much more logical and agreeable.

COMMENT #: 12606
DATE: 9/3/21 12:09 PM
SOURCE: Website
NAME: Libby Ellis

COMMENT:

A gondola is definitely not the right option for LCC. I believe that more busing would be a better option. I think ideally cars besides workers and residents should not be allowed up the canyon and a train should be used like in European countries.

COMMENT #: 12607
DATE: 9/3/21 12:18 PM
SOURCE: Website
NAME: Kathleen Tobey

COMMENT:

My family lives on [REDACTED]. We are progressive and believe in protecting our beautiful canyon, and the gondola will destroy our beautiful neighborhood. We're in favor of tolls and busing, not a tourist attraction that will financially benefit only a few while literally destroying our neighborhood and filling it with retail space. No gondola!

COMMENT #: 12608
DATE: 9/3/21 12:18 PM
SOURCE: Website
NAME: Carl Duke

COMMENT:

Please do not ruin this canyon with the proposed gondola. We can not take back the visual scarring, the environmental impact being limited to the base of the gondola towers is disingenuous, the canyon will be torn up to install that. The gondola will not be used and we will be back looking for other solutions anyways. Please do not pursue anything fixed rail or gondola for this area!

COMMENT #: 12609
DATE: 9/3/21 12:19 PM
SOURCE: Website
NAME: Alessandro Rigolon

COMMENT:

I am not in favor of either alternative. Both have tremendous environmental impacts. I'd be in favor of a gentler, third way, like better bus all around and banning or strongly limiting cars in the canyon. A shuttle service like in Zion NP would be worth considering.

COMMENT #: 12610
DATE: 9/3/21 12:20 PM
SOURCE: Website
NAME: Heidi Fairchild

COMMENT:

The widening of wasatch and adding a gondola only serves to bring more people to a very finite area. It brings more pollution, both sound and otherwise to an area that is one of Utah's most beautiful outdoor areas all to benefit development. We need to preserve our landscape, not make it easier for more development to take away from one of Utah's most beautiful areas.

COMMENT #: 12611
DATE: 9/3/21 12:23 PM
SOURCE: Website
NAME: Dorota Nowak

COMMENT:

I think that selected alternative should address wider population needs than just ski resorts users. It should take into consideration phasing approach like modification/ limitation of cars access to canyon before proceeding with irreversible changes with permanent impact on environment and community. Enhance bus service - instead of proceeding with widening road as first option it should be considered to limit number of cars going into canyon, even closing it for car traffic during peak winter hours. Buses should also give access to other sites in canyon not only to ski resorts to increase a chance for all canyon usages than just resort skiing. Wasatch widening - consider a reversible lane instead of full Wasatch expansion, to allow more traffic flow depending on time of a day that could be dedicated to bus service to promote shared transportation.
Dorota Nowak, Cottonwood Heights resident

COMMENT #: 12612
DATE: 9/3/21 12:25 PM
SOURCE: Website
NAME: Jared Bird

COMMENT:

The gondola is not the right move in this situation. Cheers.

COMMENT #: 12613
DATE: 9/3/21 12:26 PM
SOURCE: Website
NAME: Ben Williams

COMMENT:

Hello UDOT - thanks for giving us the ability to comment on a such a wonderful place that is Little Cottonwood Canyon. Having read the various plans I am not sure that I can support either plan in there current state. The expanded bus service is a good start but until the bus is required for all users it will not do anything to help with the canyon tarffic. The gondola is a start but with out the ability to scale it will be over capacity very quickly. And it will still create tarffic issues as it is not required of all users.

My suggestion would be some form of rail that allows UDOT to add cars or subtract based on user demand. So on big snow days more could be added or on holidays, then removed when not needed.

As a person who works in LCC over 100 days each ski season, I have seen various different ideas put in place and at the end of the day the merger of the lanes are what causes the issues both going up and down canyon and I have no idea how to remove those unless we remove as many personal vehicles as possible so my preferred solution is that which removes personal cars and allows for users to start the journey in lots of different places around the valley.

Thanks again,

Ben Williams

COMMENT #: 12614
DATE: 9/3/21 12:28 PM
SOURCE: Website
NAME: Allan Payne

COMMENT:

I picked up the packet from Cottonwood Height's city office and looked through it carefully. I have two questions.

- 1- Why is the terminal (base station) located in the triangle, behind La Caille restaurant? Why not put the terminal on the north side of the road where there is a large open space?
- 2- How will traffic get to the terminal from 9400 south? If you widen Wasatch maybe you will need to widen 94th. Also, access to the parking and the terminal seems circuitous.

I would appreciate a response.

COMMENT #: 12615
DATE: 9/3/21 12:30 PM
SOURCE: Website
NAME: Michael Stark

COMMENT:

A gondola would serve only the patrons of snowbird/alta, and would greatly reduce the accessibility of the area for all others. Not only would a gondola only serve these people, but it would not solve the bottleneck problem. In my opinion the only feasible solution is to improve park to ride services.

COMMENT #: 12616
DATE: 9/3/21 12:30 PM
SOURCE: Website
NAME: Eric Balken

COMMENT:

As a lifelong resident of Salt Lake, and a skier for most of that life, I appreciate any efforts to manage the growing pressures in LCC. However, neither of the alternatives presented in this EIS will solve the traffic issues in the canyon, nor will they do anything to promote long-term sustainability for the canyon's recreational, watershed, and natural qualities. The very purpose and need of this EIS is so focused on getting more people up the canyon, it overlooks a more comprehensive solution, like expanded bus service throughout the Salt Lake Valley, or acknowledging total user capacity, which is figure that needs to be established to ever reach a comprehensive solution.

The Gondola Alternative is a tax-payer funded tourist attraction and not a transportation solution. If a Gondola is built without restricting further development at Alta and Snowbird then the transportation problem on the roadway will be the same as it is now, characterized by gridlock. The Gondola does not have the capacity to solve the problem;

The roadway widening alternative threatens climbing and hiking resources throughout the canyon and is not acceptable nor necessary. There are many smaller, easy-to-implement improvements that the State of Utah can make to address the situation without forcing taxpayers to foot an enormous bill.

I highly recommend a fiscally responsible phased approach to solving the transportation dilemma. This includes implementing tolling; eliminating single-occupancy vehicles with exemptions for residents and employees; enforcing winter tire standards and AWD vehicle requirements; incentivizing bus use; and improving the bus experience. These are relatively inexpensive and can be implemented soon. Many of these improvements can be scaled "throughout the year.

Thanks,

Eric

COMMENT #: 12617
DATE: 9/3/21 12:30 PM
SOURCE: Website
NAME: Mike Andrews

COMMENT:

Gondola

COMMENT #: 12618
DATE: 9/3/21 12:32 PM
SOURCE: Website
NAME: Auriana Flinders

COMMENT:

I have been a lifelong resident of Utah and have enjoyed the canyons year round for many different activities. My favorite thing about Utah is the passion people have to protect our public lands and not have it become commercialized for tourism. From the moment I heard about the gondola/widen lane proposal I have been extremely diss appointed in our officials. We need to save our canyons and protect our wildlife/flora and fauna. Also, the canyons are not just for skiers. They are for everyone who enjoy all activities like hiking, running, birding, and climbing. The fact that the proposed ideas will destroy trails and climbing routes is extremely frustrating. Please, consider other options that protect our lands. Talk to environmentalists and people who are actually in the field of protecting and preserving our lands. Get rid of the ikon pass. Limit people up the canyon. Stop playing into the hands of the CEOs of the ski resorts (who don't even live in Utah) and listen to the actual citizens who have enjoyed this land for their entire lives. We don't want to see gondola poles up our canyon or more pavement. We want to see trees and all the natural beauty. Different ideas can and SHOULD be implemented. Please listen to us. Don't ignore us.

COMMENT #: 12619
DATE: 9/3/21 12:35 PM
SOURCE: Website
NAME: Jake Jensen

COMMENT:

I'm am strongly against the gondola project based on environmental, recreational , financial, visual, and cultural detriments it will cause

COMMENT #: 12620
DATE: 9/3/21 12:35 PM
SOURCE: Website
NAME: Troy Vellinga

COMMENT:

I'm a Salt Lake County resident and live near the mouth of LCC and use the canyon frequently in all four seasons. I do not support enhanced bus service or the gondola and strongly encourage the use of light rail service. As a visitor to the Alps mountain range in Europe I can say the Germans, French, Swiss and other countries have wisely used light rail to solve the same traffic problems through canyons to ski resorts and other points of use. Rail systems with snow sheds are safe from avalanches, carry large numbers of people, interconnect with other public transportation networks and best of all usage fees don't pad the pockets of a few special interest owners.

COMMENT #: 12621
DATE: 9/3/21 12:37 PM
SOURCE: Website
NAME: Rebecca Ruda

COMMENT:

As a user of Little Cottonwood Canyon for many of the recreation opportunities, it has to offer, including bouldering, I think it would be detrimental to the quality of life for many of its outdoor users to expand the road or to install a gondola in the canyon. I frequent the canyon to hike and boulder with my family. This allows us to get outside a short drive from our house and disconnect for a little while. Both the expanded road and gondola would destroy boulders I frequent with my family. Adding the gondola and expanded road only benefits the already rich ski resort owners. There are many other users in the canyon other than people who access the ski resorts. Other recreation users need to be considered before an expensive project is started in the canyon. Thanks for your time and consideration

COMMENT #: 12622
DATE: 9/3/21 12:37 PM
SOURCE: Website
NAME: Tobias Larson

COMMENT:

Remove all vehicular traffic and return LCC to human and beast powered only.

COMMENT #: 12623
DATE: 9/3/21 12:38 PM
SOURCE: Website
NAME: Bradley Cottle

COMMENT:

Climbing is one of the fastest growing sports in the US and Salt Lake is becoming a climbing Mecca. Many of the most boulders that are right off the road are the most accessible location and difficulty wise in the Salt Lake area. Removing these features would be a huge blow to the community and make it more difficult for the average climber to find suitable bouldering problems.

COMMENT #: 12624
DATE: 9/3/21 12:38 PM
SOURCE: Website
NAME: Jacob S

COMMENT:

I really object to the proposed idea of the new Gondola. While ski season is a major part of the canyon it seems like the traffic is really only bad during good powder and peak ski season. The gondola would be a forever structure that would not be necessary during off season times. I would take away from the beauty of the canyon. While I understand that more and more people are using the canyon, I believe that we should take care of what we have and try to preserve it and not turn it into a public outdoor Utah Disneyland. Similar solutions could be considered like what Zion NP has done by restricting how many cars are allowed and allowing people to travel up by bus if they still desired to go up during peak season. Expanding the road is also another unnecessary step that further takes away from the beauty of the canyon. Implementing something similar to what Zion NP has done I believe would be best for this canyon. Please no Gondola! ICON has already ruined our ski resorts, don't turn our mountains into a theme park!

COMMENT #: 12625
DATE: 9/3/21 12:38 PM
SOURCE: Website
NAME: Lynn Petersen

COMMENT:

No on both options. Cap the capacity caps! It should be about protecting the canyons and the users experience, not the promotion of a few profiteers. They capping the capacity of the resort parking lots and users will enhance the users experience and protect the integrity of the canyons. Electric buses and private vehicle tolls, car pooling and canyon passes should be the solution. Our shorter snow seasons will be the norm. Why throw this money at a solution that only serves a few developers!

COMMENT #: 12626
DATE: 9/3/21 12:39 PM
SOURCE: Website
NAME: Cheryl Krusko

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,
Cheryl Krusko
SALT LAKE CITY, UT

COMMENT #: 12627
DATE: 9/3/21 12:39 PM
SOURCE: Website
NAME: Jonathan Spira

COMMENT:

I am a resident of Holladay and 30+ yr little cottonwood skier and support the development of the Gondola system to protect the fragile ecosystem of the Wasatch.

COMMENT #: 12628
DATE: 9/3/21 12:39 PM
SOURCE: Website
NAME: Michal Cukier

COMMENT:

1. DO NOT WIDEN WASATCH BLVD nor Little Cottonwood road. This is irreversible change which would disrupt unique landscape of Wasatch front
2. Instead implement reversible lanes system on Wasatch Blvd, use of which is indicated by signals. The centre lane changes direction to accommodate for traffic patterns. Use Lions Gate Bridge in Vancouver BC as an example
3. Enhance bus services without widening roads
4. Limit car traffic entering canyon during resort peak hours. Make people to use bus services (or gondola) instead
5. Take into consideration interest of all groups including residents of Sandy and Cottonwood Heights but also tourist who appreciate current state of nature in canyons, not only ski resorts which seem to be the biggest beneficiary of the both proposals at the moment.
6. Gondola is an option (as opposed to widening roads) that would require further assessment
7. Do consider solution that can be extended to BCC (enhanced bus service, forcing people to use it by expanding Park & Ride facilities, limit individual cars traffic in canyon)

COMMENT #: 12629
DATE: 9/3/21 12:42 PM
SOURCE: Website
NAME: Julie Davenport

COMMENT:

My comment raises issues with UDOT's conclusion that Gondola Alternative B best meets the project purpose of improving reliability. These issues include lack of consideration of required gondola closure periods; lack of analysis of the safety or reliability of gondola towers placed in avalanche paths; and the erroneous assumption that people will change their behavior to take the gondola if the road is congested based purely on the length of the trip.

For the gondola to be more reliable than either of the Enhanced Bus alternatives, it needs to be subject to fewer hours of closure than the road, and the DEIS fails to acknowledge or account for certain periods of required gondola closure. The DEIS implies that some gondola towers would be placed within avalanche paths ("[gondola tower locations] were optimized to avoid being affected by avalanche paths to the extent feasible" and "designing stronger towers if they would be placed in avalanche paths" (Section 2.3.2 Gondola Design)). During avalanche control, even if UDOT uses fewer artillery shells than they would in the No Action Alternative, some may be used, and "some of the gondola towers and parts of the alignment would be within an area where there might be artillery shell fragments" (Section 2.6.4.1.1 Winter Gondola Service). Section 3.1.2.2.4, Level 1 Screening Results, then states that "the gondola would need to be out of service only during the time artillery is in use and could immediately operate after active avalanche-control operations cease." This conflicts with later statements in the DEIS that "after avalanche mitigation using artillery is completed, the cables would be inspected by cameras and magnetic imaging devices, and the towers would be inspected by video, to ensure that no damage has occurred" (Section 2.6.4.1.1 Winter Gondola Service). If some gondola towers and cables are within areas that could be affected by artillery shell fragments, then at least occasionally, the gondola would need to be stopped for inspection, therefore affecting the entire gondola system and negatively affecting reliability. Furthermore, the DEIS fails to provide a basic level of detail on who will conduct such inspections, how long such inspections will take, the effectiveness of such inspection methods in periods of extreme and/or inclement weather, and what steps would be taken if the gondola towers or cables did not pass "the inspection.

Section 2.6.4.1.1 Winter Gondola Service also states that "the gondola cabins would not be on the cable within the fragmentation zone when artillery is being used (gondola cabins can be stored at the nearest station)." Would the gondola cable need to be cleared of cabins before any artillery work could be completed? How would that affect passengers (would they be stranded at the nearest station) and UDOT's ability to respond quickly to dangerous avalanche situations (would they need to wait to fire artillery until all gondola cabins are safely at stations, and how long would that process take)?

The only time the gondola could be considered more reliable than the buses is if the road is closed due to avalanches and the gondola could still run. If the gondola system is stopped for inspection after use of artillery, then it is not more reliable than the road when artillery is being used. The only time the inspection would not take place, then, is if an artillery shell were not used, but the road was still closed, like after a natural avalanche. In this case, the DEIS does not adequately demonstrate that it would be safe to operate the gondola under these conditions. The DEIS fails to document the resilience of gondola towers placed within avalanche paths ("stronger pole towers might be required in some avalanche paths" (Figure 2.6-24)), nor does it demonstrate that the gondola system or cabins would be capable of withstanding a powder blast from an avalanche, which the DEIS concedes "can extend over 200 feet in the air, creates high forces and can exert excessive pressures on the gondola cabins" (Section 2.3.2 Gondola Design).

The DEIS also assumes, without rationale, that the “visibly faster gondola” (Section 2.6.9.1.2 Gondola Alternative B) will prompt people to switch from their personal vehicles to the gondola if the road is congested. The assumption that speed is the only factor people will consider in their choice of transportation mode is too narrow and doesn’t consider that other factors like a heated vehicle, the ability to sit down, the lack of shared space with non-family members (particularly relevant during the COVID-19 pandemic), and the ability to carry additional gear are likely significant in a person’s choice to drive their personal vehicle.

COMMENT #: 12630
DATE: 9/3/21 12:44 PM
SOURCE: Website
NAME: Cynthia Blair

COMMENT:

As a native Utahn, long time Cottonwood Heights resident, skier, and hiker, I agree with Mayor Jenny Wilson's perspective on the options for Little Cottonwood Canyon. I dislike both the gondola proposal and the added bus lane. I support increasing bus transportation hubs throughout the valley, using electric buses, and limiting the number of people/vehicles in the canyon on crowded days.

COMMENT #: 12631
DATE: 9/3/21 12:45 PM
SOURCE: Website
NAME: Amy Ellis

COMMENT:

I would prefer a toll system in conjunction with the timed tickets that the ski resorts are using in the winter. In the summer, the toll system, pay-per-use, would be good as well. It has minimal costs compared to a gondola or road transformations.

COMMENT #: 12632
DATE: 9/3/21 12:47 PM
SOURCE: Website
NAME: Allison Ambrose

COMMENT:

Too many people and cars are going up the canyon. Getting more people up the canyon should not be the priority. Take a look at how Denali NP runs, for a good example. In Denali each person must buy a ticket to ride a shuttle bus and only so many people are allowed in each day. If we think our canyons are special (which they are) we need to treat them like they are special, and not overload them and ruin them. Limiting usage and cars is the only way.

COMMENT #: 12633
DATE: 9/3/21 12:49 PM
SOURCE: Website
NAME: Craig Steury

COMMENT:

Hello,

I am a 67 year Salt Lake City resident and retired Software Engineer, who has skied, hiked and biked in the Wasatch Mts for 36 years in all seasons. I am a season-pass holder at Alta/Snowbird and still back-country ski and hike in the Wasatch on a regular basis. I came here to go to the University and stayed in Salt Lake City largely because of the incredible multi-season access to the Wasatch Mts.

I am opposed to a Gondola being built in Little Cottonwood Canyon for the following reasons:

- It would be an eyesore and forever change the appearance and the experience of LCC for the majority of people permanently.
- It only partially solves the congestion/access problems and then **only** for the Alta/Snowbird resorts and the people who ski there. Snowbird's claims to the contrary, most snowy days which have road closures have limited or no skiing due to avalanche danger and run closures for the majority of the resort.
- It will be incredibly expensive and the expense will mostly be borne by people who will not benefit from it.
- It provides no solution for trail head access to other destinations in Little Cottonwood (eg White Pine, Lisa Falls, etc), either for hiking and/or skiing.
- Parking capacity in the well-to-do neighborhoods near the mouth of the canyon is limited and likely to remain that way.

I believe a greatly enhanced and expanded bus service could solve most of the congestion and access in a more cost-effective and equitable manner. Here are some of my suggestions and relevant comments:

- Improve ski bus capacity and return to implement easy-to-use external ski/snowbird storage.
- Build snow tunnels in the most common/dangerous avalanche areas.
- Increase number and types of bus service. For example, implement express bus service to the resorts and "local" routes (which also stop at trailheads). These should leave/return from distributed locations to reduce parking near the mouth of the canyons. A lot of enhanced bus service could be paid for using the amount of money that would be spent in constructing a Gondola and/or road widening.
- Work towards a future goal of "restricting **all** private car access, similar to what is done in Zion Natural Park and/or Zermatt, Switzerland. Note that this will **only** work with greatly enhanced bus service (as described) and that runs year-round.
- In the meantime, enforce traction laws on private vehicles to limit congestion due to inadequately equipped vehicles.
- Add managed and reversible lane options depending on traffic, times of day/year, etc.
- Implement tolls to encourage people to ride the bus. Perhaps Snowbird/Alta could subsidize bus passes for its customers, (similar to what they currently do for season-pass holders).

Thank you for the opportunity to provide my input to this process.
Craig Steury

COMMENT #: 12634
DATE: 9/3/21 12:50 PM
SOURCE: Website
NAME: Liam Purtle

COMMENT:

Please don't approve the gondola, let's try more buses first and then we think it. It's not terrible yet!

COMMENT #: 12635
DATE: 9/3/21 12:51 PM
SOURCE: Website
NAME: Pete Williams

COMMENT:

The gondola would be both the least environmentally impactful and the best transportation solution. For those reasons, I support the gondola option.

COMMENT #: 12636
DATE: 9/3/21 12:51 PM
SOURCE: Website
NAME: Jacob Crigler

COMMENT:

I strongly disagree with this project

COMMENT #: 12637
DATE: 9/3/21 12:52 PM
SOURCE: Website
NAME: Nathan Maples

COMMENT:

Both of the preferred alternatives negatively impact dispersed recreation (such as hiking/running, bouldering, and snowshoeing) in the lower canyon. The communities who partake in these activities will permanently lose access to many popular areas along SR 210. Less impactful options exist, such as the proposed expanded bus services without road widening, and should be implemented before choosing an alternative that destroys high value areas.

COMMENT #: 12638
DATE: 9/3/21 12:52 PM
SOURCE: Website
NAME: Kathleen Fillnow

COMMENT:

I vote no to gondola, yes to increased public transit and the potential of it being a toll road

COMMENT #: 12639
DATE: 9/3/21 12:52 PM
SOURCE: Website
NAME: Travis Mullen

COMMENT:

I am a 10 year resident of sugarhouse and season pass holder at Alta for 7 of those years. I have two kids, 5 and 7 who have grown up skiing at Alta. My son skied Main Shute with me twice last year., My 5 year old was sad when we spent the weekend camping in Albion basin and we didn't even get to ski once. We ski Alta EVERY weekend and have for the past 7 years. We have long hours in traffic with kids counting our diapers and wondering if we had enough for the evening. I understand the traffic is a problem and it sucks.

However, in NO WORLD I LIVE IN can I support spending over 500 billion dollars of money on a Gondola that will create more problems then in solves. I am sure it will get a lot more people to the ski areas but that good for anyone but the resorts profit. The canyon is already filled to capacity with skiers. The Gondola does not solve the hard truth that not everyone who wants to ski can ski at Alta / Snow bird. There just isn't room and moving people faster up the Canyon does NOTHING to solve that issue. Not to mention it permanently alter the canyon in a negative way, destroying the things that make lower LCC great and come at a unimageable cost of tax payer money.

Instead lets focus on realistic options that benefit all users, including those in BCC without lining the pockets of the ski resorts.

1. Limits on capacity. There is an upper limit of people who can ski on a given day. No one wants to talk about this but we are getting close to maximum capacity as it is. The Gondola only moves the problem
2. Getting private cars out of the canyon. Tolling and restricted parking can start NOW. In fact it already has. Also, enforce the traction requirement. No snow tires, no entry no questions. Even on clear days. Every time we've spent hours stuck in traffic is is because of cars with all season tires. They are a hazard and have NO place in the canyons EVER. The worst days are when it is clear in the morning with an afternoon storm. If you don't have winter tires the ski resorts should not allow you to park !
3. Improve the bus service. We have busses, we have a road. We need more busses and more than that we need realistic parking options. On busy ski days there is literally NOWHERE to park to take the bus even if I wanted too. 6200S Wasatch, swamp lot, mouth of LCC or BCC everything is full and roadside parking isn't allowed near any the park and ride lots near the canyons. Build parking that allows people to park somewhere that it makes sense, run buses often and directly to the resort - skip all of the Snowbird stops to cut the travel time to Alta or run an Alta bus and a snowbird bus subsidies the cost on the tolls / parking charges and people will ride the bus.
4. Snow sheds. Avalanche danger is a problem - some snow sheds will help with this. If we can fix the red snake though busses, cars that don't slide off the road and understanding that some days the weather is the boss and maybe we can't ski we can have a safer experience

COMMENT #: 12640
DATE: 9/3/21 12:53 PM
SOURCE: Website
NAME: Tyler Whitehead

COMMENT:

I think the bus solution is the better option. While a gondola sounds 'cool', it's not scalable like buses are and the time to ascend/descend is longer than what a bus would take. Especially as bus travel continues to become more sustainable I think expanding the bus system is the right decision.

COMMENT #: 12641
DATE: 9/3/21 12:54 PM
SOURCE: Website
NAME: Carter Quinn

COMMENT:

The gondola is a taxpayer funded subsidy for Alta and Snowbird that does nothing to improve traffic or increase user access down canyon.

COMMENT #: 12642
DATE: 9/3/21 12:54 PM
SOURCE: Website
NAME: Joseph Zanetell

COMMENT:

The proposed lane expansion and or with gondola project that would be built on alter and potentially destroy for ever the future recreational opportunities of all humans for the specific purpose of Boulder rock climbing will be felt by the climbing community nation wide and even globally. This is a loss that everyone who cares about the recreational opportunities and the benefits that go with them will be harmed by and in a time when these resources are finite and also threatened by other future land development both here and everywhere and also in the path of potentially destructive and forever changing and more common wild fires. Stop the project or forever here our pain we will never let this go we might even take more drastic measures to protect this national resource.

COMMENT #: 12643
DATE: 9/3/21 12:55 PM
SOURCE: Website
NAME: Thomas Hamilton

COMMENT:

The Gondola will not stop more cars from traveling up the canyon. It simply offers another option for more people to travel into an already infrastructurally stressed environment. The same locals and tourists will always drive into the canyon and more will do so as well as the ski areas become more popular and the population grows. Different and more effective mitigation strategies need to be at the forefront of this discussion. Simply offering a different transportation issue will not fix problems in Little Cottonwood Canyon. The purpose of these new solutions need to focus on mitigation plans rather than expansion.

COMMENT #: 12644
DATE: 9/3/21 12:55 PM
SOURCE: Website
NAME: Chris Dawson

COMMENT:

I think this will make life easier getting up the canyons

COMMENT #: 12645
DATE: 9/3/21 12:56 PM
SOURCE: Website
NAME: Tom Hamilton

COMMENT:

The Gondola will not stop more cars from traveling up the canyon. It simply offers another option for more people to travel into an already infrastructurally stressed environment. The same locals and tourists will always drive into the canyon and more will do so as well as the ski areas become more popular and the population grows. Different and more effective mitigation strategies need to be at the forefront of this discussion. Simply offering a different transportation issue will not fix problems in Little Cottonwood Canyon. The purpose of these new solutions need to focus on mitigation plans rather than expansion.

COMMENT #: 12646
DATE: 9/3/21 12:57 PM
SOURCE: Website
NAME: Erik Reid

COMMENT:

Do not proceed with a gondola in LCC.

If the gondola does not run during avalanche mitigation or interlodge there is little difference to “reliability” and “mobility” vs ground transport.

A gondola will significantly impact the natural landscape and the expanding views of the canyon during the entire year for a structure that will only be relevant with established goals during the winter months.

A gondola will only allow access of the canyon at end points (I.e. ski resorts).

A gondola will not “expand” to meet increased use. As its capacity is fixed by number of gondola cars. Buses can be increased and decreased as useage varies for time of day or time of year.

The UDOT recommendations are only specific to LCC and it’s current volume of use. There is no consideration to the issues related to BCC, which are the exact same issues and root cause for LCC, at the Wasatch Blvd and at the BCC resorts.

Please continue with bus transportation while exploring a more permanent solution. Please consider a solution that is comprehensible, for the Wasatch as a whole, expandable and available for users at multiple access points year round.

Thank you Erik

COMMENT #: 12647
DATE: 9/3/21 12:58 PM
SOURCE: Website
NAME: Carissa Uribe

COMMENT:

I think bus is a much better solution that gondola.

COMMENT #: 12648
DATE: 9/3/21 12:59 PM
SOURCE: Website
NAME: Ian Brown

COMMENT:

No gondola or road widening for LCC please! Enhanced park and rides, gravels pull outs and even bus system would make much more of an impact year round without ruining what me and many others find as a beautiful and amazing place. Not to mention the many boulders that so many climbers like me hold near and dear to there hearts. Please preserve what natural beauty is left in LCC!!!

COMMENT #: 12649
DATE: 9/3/21 1:00 PM
SOURCE: Website
NAME: Jeff Peterson

COMMENT:

Any solution that promotes the road won't fix the issue. More buses won't work - avalanches will still threaten the roads, and many people will still opt to drive themselves.

I also don't buy the argument that one of the downsides of the gondola is that it does not have "off-ramps" anywhere in the canyon except the resorts. I'd venture that 95% of the those going to LCC are headed to Snowbird or Alta in the winter, and a small group is not. That would be the same case with buses. Don't let the tail wag the dog on this one.

The gondola is the best option in my opinion.

COMMENT #: 12650
DATE: 9/3/21 1:00 PM
SOURCE: Website
NAME: Christian Sperry

COMMENT:

This is a horrible idea! This Gondola only destroys the wonder of the canyon all for a business? Tax payer money has no business in this horrible idea.

COMMENT #: 12651
DATE: 9/3/21 1:02 PM
SOURCE: Website
NAME: Adriana Carbajal

COMMENT:

I vote for the enhanced bus service to be implemented

COMMENT #: 12652
DATE: 9/3/21 1:03 PM
SOURCE: Website
NAME: Barbara Braeden

COMMENT:

My preference is for the cog rail. Although expensive, it is a long-term solution to traffic up Little Cottonwood Canyon.

COMMENT #: 12653
DATE: 9/3/21 1:03 PM
SOURCE: Website
NAME: Brittany Griffith

COMMENT:

Please consider an option that does not solely prioritize profits for ski resorts, but one that recognizes the canyon as a prized natural resource attracting not only skiers, but bikers, hikers, runners, climbers and other backcountry users. The proposed gondola is an expensive project that will ultimately not contribute significantly to the alleviation of traffic in the canyon, and will serve only to funnel customers to ski resorts. Global warming, current droughts and future water shortages will likely affect snowpack levels which will result in fewer and fewer days of operations at the resorts. The taxpayer should not be responsible for funding a project that serves to benefit a private enterprise, especially one that is already so lucrative and, in their current methods of operations, unsustainable. Widening the road will have a large environmental impact, and will lead to the loss of several areas where local and visiting climbers recreate. The least impactful , most cost-appropriate solution would be to enhance bus use and limit cars entering the canyon during the busiest winter months. Please consider this as a solution before making landscape altering permanent damage.

COMMENT #: 12654
DATE: 9/3/21 1:05 PM
SOURCE: Website
NAME: Ann Boyle

COMMENT:

I am opposed to the Gondola. I believe most people in Utah will not give up the convenience of using their vehicle. In snowy conditions and cold weather, most people will remain in their car, and hope others will use the Gondola. In addition, the Gondola will only increase the traffic to Little Cottonwood Canyon (LCC), as tourists will use it for the scenic experience. We need to save our canyons and preserve it for future generations. I believe we need a complete ban on all private vehicles during the winter months, except for residents, forcing the public to use public transportation. Also, require the resorts to provide free shuttle service for their guests and staff.

COMMENT #: 12655
DATE: 9/3/21 1:06 PM
SOURCE: Website
NAME: James Alero

COMMENT:

Please do not ruin the landscape of the canyon with a gondola. In my opinion a better option would be to charge money to drive up the road. Also I think getting rid of ikon pass would reduce traffic. Resorts charging more for lift tickets would encourage more people to go other places. Resorts may not like getting rid of ikon pass but if resorts actually cared about nature and the canyon they would. More for lift tickets and a charge for driving on the road would help reduce the amount of people going up the canyon. Putting a gondola would ruin the natural beauty of the canyon and ultimately ruin the canyon.

COMMENT #: 12656
DATE: 9/3/21 1:08 PM
SOURCE: Website
NAME: Benjamin Wood

COMMENT:

It appears the EIS is attempting to trade congestion on SR-210 for congestion in vulnerable neighborhoods at the mouth of Little Cottonwood Canyon. This is an untenable proposal and unjust shifting of an externality to a small neighborhood. My family's safety and quality of life should not be sacrificed to give back minutes to those commuting to the canyons.

The approach seems incredibly close-minded and ill-informed of other much more sustainable options such as expedited bus service from multiple locations in the valley. We need to step back and stop pretending the two options presented are the only two options, especially since others proffered are significantly more cost-effective, sustainable, and better for the local neighborhoods who would be disproportionately affected.

COMMENT #: 12657
DATE: 9/3/21 1:08 PM
SOURCE: Website
NAME: Jack Wicks

COMMENT:

Hello from newzealand cotton wood has gained international attention over the possibly of it being destroyed. Destroying it for a road would be like destroying an ancient temple this is something that we will never get back and is extremely precious no amount of money can re-make cotton wood

COMMENT #: 12658
DATE: 9/3/21 1:09 PM
SOURCE: Website
NAME: Tori Steely

COMMENT:

The climbing in little cottonwood canyon is world class. It can't be found anywhere else in the world. It would be a same to chose a menthod such as the gondola or widened bus lanes and alter the canyon and eliminate such an area. There are other methods that can be used that will keep the entire outdoor community in mind. We should try these methods first before resorting to such landscape altering ones

COMMENT #: 12659
DATE: 9/3/21 1:10 PM
SOURCE: Website
NAME: Paul Nicholson

COMMENT:

Dear UDOT EIS,

I am a Salt Lake City resident born in Utah and I strongly oppose the gondola proposal and recommend enhanced bus service with no roadway widening. I am primarily a backcountry skier, although I occasionally ski at both Alta and Snowbird. The gondola primarily serves these two resorts and does not serve the public for the varied activities that people go into Little Cottonwood Canyon for. An enhanced bus service on the other hand is flexible and can be tailored to fit the specific needs of our community. I think the best option would be to make bus service mandatory from November to April similar to how Zion Canyon operates. Additional options could use a toll system on private cars and free or discounted bus fare that was paid for by the toll. Either way an enhanced bus system must be heavily incentivized for people to use it.

Thank you,

Paul Nicholson, Salt Lake City resident, avid skier, hiker and lover of all things Little Cottonwood Canyon, and father of the next generation of Utah skiers.

COMMENT #: 12660
DATE: 9/3/21 1:10 PM
SOURCE: Website
NAME: Anna Wendt

COMMENT:

I urge UDOT to disregard the option of constructing a gondola in Little Cottonwood Canyon until further intensive environmental impact surveys can be completed in order to come up with a solution that does not directly damage a large and important portion of the canyon. The creation of such transportation would change the canyon forever and not in a beneficial way.

Not only is it unclear how such an addition would affect an important watershed, the destruction of hundreds of bouldering problems and related trails, along with all the surrounding vegetation, is not a viable solution to the canyon's traffic issues. Other significant changes would also need to be made to the canyon to reach the goal of reducing 30% of cars.

The construction of a gondola benefits an incredibly small portion of the population. And for what? Incredible portions of the canyon to be destroyed so that a very limited number of people will be able to go ski? It's simply not a viable option for reducing impact as it negatively affects the land and the many people who wish to enjoy all parts of the canyon - not just the ski resorts.

COMMENT #: 12661
DATE: 9/3/21 1:12 PM
SOURCE: Website
NAME: Jacob Evans

COMMENT:

The Gondola should not even be in the slightest of consideration it will destroy the ecosystem and the canyon as we know it. This is about saving the pride and joy of Utah not making it better for the corporate executives of Alta and Snowbird. A real bus service needs be put in place where it actually works and is effective. IKON pass holders should be required to ride a bus or have at least 5 people in 4WD equipped vehicle. Don't ruin Utah for the locals like California is already doing. Make the right choice for the people not the cult controlled state government.

COMMENT #: 12662
DATE: 9/3/21 1:13 PM
SOURCE: Website
NAME: James Simmons

COMMENT:

This proposal is completely unacceptable. The destruction of so many culturally classic climbs to cater to a one group of canyon users is not only irresponsible, it is repugnant. I, (and many other Snowbird season pass holders like me), am fully opposed to this proposal.

COMMENT #: 12663
DATE: 9/3/21 1:14 PM
SOURCE: Website
NAME: Michael Shaw

COMMENT:

I would prefer park and rides.

COMMENT #: 12664
DATE: 9/3/21 1:15 PM
SOURCE: Website
NAME: William Hahnenberger

COMMENT:

I feel the gondola/tram option only benefits the ski areas. The time, inconvenience and expense doom it to failure.

COMMENT #: 12665
DATE: 9/3/21 1:16 PM
SOURCE: Website
NAME: James Frame

COMMENT:

I am writing against the proposals the gondola or road widening plans in the little cottonwood canyon. As a longtime member of the Alta winter community, i am concerned by the permanent irreparable changes the gondola proposal makes to the canyon. There are several features which I believe are highly problematic:

The costs associated with each plan are incredibly high at a whopping projected \$592 million for the gondola and \$510 for the road widening.

These costs are at the taxpayers expense while not all taxpayers are using the service. This is a resort driven problem. The resorts are the main drivers behind the use of the canyon. An Alta taxpayer, I have to pay a large share of the ems budget for our town even though 98% of ems calls are for resort skiers who are not residents. You are asking the tax payers of Salt Lake City to take on the lions share of the cost associated for them not to even use the service.

A road tolling approach might be a better option, leaving the burden of the costs associated with road maintenance to those who actually use the canyon and its resorts, and also push more to consider carpooling and bus routes to reduce the expense. Residents of either Alta or Snowbird might be exempt from tolling or receive a credit given they do not have essential services up in the canyon and therefore require travel down canyon to fulfill those essential needs.

Both approaches create a lasting permanent impact on the canyon which cannot be erased. One should not act hastily to establish either is the right path forward until every other common sense and available alternative is explored and substantiated to be unsuccessful. A wider road increases the need for asphalt and road repairs and certainly pollutes the canyon. A gondola residues piers, tons of cement and rebar, cable and the addition of not one but two day lodges (one at each resort) which will leave a lasting impact on our canyon visually but will also be likely to have impact on the watershed for years to come.

COMMENT #: 12666
DATE: 9/3/21 1:17 PM
SOURCE: Website
NAME: Emily Ponder

COMMENT:

I am a resident of Sandy, Utah and a year-round visitor to Little Cottonwood Canyon. I am strongly opposed to the Gondola options for Little Cottonwood Canyon. I am in favor of Enhanced Bus Services for improving mobility in Little Cottonwood Canyon. I believe increasing buses, improving parking and implementing tolls should be the first course of action. I am in favor of limiting personal vehicles on peak travel days in Little Cottonwood, not allowing single passenger vehicles other than Little Cottonwood employees and residents, and implementing a toll. The impact of a gondola and placing such substantial infrastructure in Little Cottonwood Canyon should be avoided at all costs. One of the things that makes the Cottonwood Canyons unique is the wilderness experience so close to the Salt Lake valley. By building a gondola, we remove the wilderness experience that is so valuable to the visitors of Little Cottonwood Canyon.

COMMENT #: 12667
DATE: 9/3/21 1:18 PM
SOURCE: Website
NAME: Nick Firmani

COMMENT:

The EIS does not entirely consider a national park style shuttle system, like that used in Zion. On major traffic days, the canyon should be restricted to private vehicle traffic entirely, and shuttles ran from top to bottom. Build the gravel pit park and ride, the snowsheds, and do not modify the road further. Trail users will simply flag down the shuttles as they traverse the canyon.

COMMENT #: 12668
DATE: 9/3/21 1:18 PM
SOURCE: Website
NAME: Caroline Martin

COMMENT:

I am an outdoor recreationalist and I frequently travel to Salt Lake to ski, rock climb, and hike. As someone who spends a lot of money traveling to and supporting the SLC outdoor industry, I would be devastated if the LCC boulders were destroyed. The boulders are a unique treasure and should be preserved. The fact that those boulders are so close to the city is one of the huge reasons I travel to SLC so often. My partner and I would definitely make fewer trips to the area if the boulders no longer existed, and we would choose to travel to and support a state that values protecting land and maintaining access to climbing areas (like Colorado).

COMMENT #: 12669
DATE: 9/3/21 1:19 PM
SOURCE: Website
NAME: Jesse Mease

COMMENT:

The proposed solution seems to only serve users of Snowbird and Alta. What about other recreational areas of the canyon?

COMMENT #: 12670
DATE: 9/3/21 1:21 PM
SOURCE: Website
NAME: Randy Szkola

COMMENT:

That is the most environmentally friendly way Gondala is it

COMMENT #: 12671
DATE: 9/3/21 1:22 PM
SOURCE: Website
NAME: Dale Bondaruk

COMMENT:

I vote for the bus alternative.

COMMENT #: 12672
DATE: 9/3/21 1:23 PM
SOURCE: Website
NAME: Collin Putnam

COMMENT:

I am a concerned resident of Cottonwood Heights & an avid canyon-goer, & I would like to voice my opinion that we should NOT permanently alter the canyon before exploring ALL options such as tolling for single rider vehicles, & stricter winter road conditions restrictions. Only when these non-physical interventions are proven to be unsustainable should we explore physical changes to LCC.
Thank you.

COMMENT #: 12673
DATE: 9/3/21 1:24 PM
SOURCE: Website
NAME: Colby Ashcroft

COMMENT:

Little Cottonwood Canyon Draft Environmental Impact Statement Public Comment

Dear UDOT,

Thank you for the opportunity to submit comments on the Little Cottonwood Canyon EIS. I appreciate your efforts to make this a transparent public process that takes into consideration a variety of interests. I stand with Salt Lake County, Salt Lake City, and numerous other local municipalities that have asked UDOT to adopt innovative, less expensive transportation solutions with fewer environmental impacts. With this as a starting principle, I offer the following specific comments on the Little Cottonwood Canyon EIS.

Introduction

John Muir, the father of American conservation, stated that the Wasatch mountains were by far the grandest series of glacial monuments this side of the Sierra. At the Central Wasatch sits Little Cottonwood Canyon, a spectacular granite glacial trough carved by alpine glaciers during the last ice age approximately 15,000 years ago. The grandeur of Little Cottonwood Canyon, recognized by Muir nearly 150 years ago, has made Little Cottonwood Canyon a world class natural, scenic, and recreational resource. The canyon, which also has rich mining and pioneer history, provides a dramatic backdrop to the Salt Lake Valley and sustains the life and economic livelihood of its residents. As a critically protected watershed, the Canyon provides Utah's largest city with an estimated 15 percent of its culinary water supply.

In addition to providing an arid city located on the edge of the Great Basin important drinking water, Little Cottonwood Canyon is surrounded on three sides by 15 peaks extending over 11,000 feet in height. Within the walls of the Canyon are two Congressionally Designated Wilderness Areas- the Twin Peaks Wilderness, which includes the knife edged Cottonwood Ridge, and Utah's first Wilderness--the Lone Peak Wilderness, designated in 1978 as part of the Endangered American Wilderness Act. The Canyon is inseparably connected to quality of life for local residents and is also a world class destination for hiking, climbing, biking and skiing. In the summertime, visitors are attracted to the canyon by the spectacular display of wildflowers in places such as the Albion Basin; high alpine lakes such as Cecret, White Pine, Red Pine, and Maybird; and a chance to summit rugged peaks rising over 5,000 feet above the Salt Lake Valley. Roadside and backcountry visitors are graced with the opportunity to see moose grazing in aspen stands and wet meadows or mountain goats climbing sparsely vegetated cliffs. Because of these unique opportunities, the canyon serves as a local destination and as a home to multiple summertime sporting and cultural events including the Wasatch wildflower festival, Octoberfest, the Speedgoat trail race, and America's hardest cycling event, the Tour of Utah.

While summertime recreation opportunities are limitless, Little Cottonwood Canyon's steep terrain and snow conditions are what make the area truly unique. Storms crossing the Wasatch Range with a northwesterly flow routinely drop feet of snow in a single storm cycle resulting in an average annual accumulation of over 500 inches. These unique conditions are what give Utah its claim to the Greatest Snow on Earth." At top of the Canyon, partially situated on National Forest System lands, sit two ski areas, Alta and Snowbird, that are consistently ranked amongst North America's premier resort destinations. While these areas provide a unique lift service ski experience, outside of the resort boundaries Utah's Little Cottonwood Canyon provides unparalleled access, extensive and variable terrain, and near perfect snow conditions that quite literally make it the best place for backcountry skiing in all of North America.

Given the natural, scenic, economic, and cultural value of Little Cottonwood Canyon to residents and non-residents alike, government agencies and elected officials should strive to identify innovative transportation solutions that result in the least amount of change possible. As stewards of this unique

canyon, we cannot let our consistent thirst for growth and economic development lead to further industrialization that degrades the values that connect people to this unique landscape and environment.

Little Cottonwood Canyon is not a commuter canyon and should not be treated as such. Rather, it is a terminal canyon that services a small community and provides recreation access. Canyons that have been widened to accommodate traffic throughout the state (e.g., Sardine, Weber, Spanish Fork, Provo, and Parley's) have lost their scenic quality and recreational appeal. Canyons with two-lane roads that have retained their identity (e.g., Logan, Big Cottonwood, American Fork, Maple, and Zion) are the treasured landscapes that make Utah a global recreation destination.

General

Expansion of Little Cottonwood Canyon and/or construction of a gondola would degrade important values and resources and should be deferred until other transportation solutions that would result in less significant impacts to the human environment have been tried and tested. Existing road and parking infrastructure, with some minimal changes, is sufficient to accommodate recreational use on all but a limited number of holidays, weekends, and powder days during the year (10-20 days per calendar year). An initial investment of over \$500 million dollars in either a gondola or upgraded road system is an unnecessary, permanent, and expensive solution to an intermittent problem. Additionally, road development and/or construction of a gondola would result in increased human traffic in Little Cottonwood Canyon exacerbating rather than resolving current over use problems including litter, graffiti, vandalism, trail proliferation, trail erosion, watershed degradation, wildlife disruption, and human waste contamination. With this in mind, UDOT should select an alternative that includes the following:

- Instituting a toll system that discourages vehicle travel and partially subsidizes the cost of bus transportation.
- Eliminating all roadside parking and working with resorts to create paid parking to further incentivizing use of bus transportation.
- Creating and supporting ride share applications and programs and identifying preferred resort parking for vehicles with three or more people.
- Strictly enforcing existing chain, tire, and vehicle restrictions when snow is projected in the forecast reducing delays related to slide-offs and vehicle accidents.
- Providing free bus transportation from multiple valley locations west of Wasatch Blvd at 3-5 minute intervals.
- Building snowsheds at avalanche prone locations as identified in the EIS increasing the safety and reliability of the existing ground transportation network.
- Working with Salt Lake County and the Utah legislature to institute a transportation tax on lift tickets and other ski area amenities to cover the costs of transportation solutions.
- Limiting the number of lift tickets sold at Alta and Snowbird ensuring that there is a known upward limit on the number of vehicles entering the canyon on a daily basis.
- Creating additional bus stops at high use recreation sites including the White Pine trailhead.

Alternatives

The Little Cottonwood Canyon EIS fails to consider an adequate range of alternatives. UDOT dismissed from analysis an alternative that would limit the number of lift tickets per day on the basis that this would not alleviate traffic congestion during peak hours or on peak days.

Multiple ski resorts across the United States, including two in Utah (Deer Valley and Powder Mountain), have established limits on lift ticket sales in an effort to retain the visitor experience and manage issues associated with resort access, parking, and accommodations (lodging, lift and base facilities). Arapahoe Basin located on Colorado's Front Range provides a direct and reasonable comparison to the Little Cottonwood Canyon resorts. Similar to Alta and Snowbird, A-Basin operates on National Forest Systems lands under a special use permit with limited opportunities to capitalize on real estate developments or increase the size of its base facilities based on land ownership patterns. Yet despite these constraints, the Colorado based resort has been able to establish daily limits on lift tickets while remaining an economically profitable operation.

In addition to the aforementioned examples of limited ticket entry, as result of COVID-19, ski areas across the nation identified increased safety measures during the 2020-2021, including limiting the

number of skiers and eliminating walk-up ticket sales. These measures proved to be reasonable and effective.

Finally, multiple National Parks, including Yosemite, are now requiring a permit for day use entry as a means of protecting human health and safety and preserving the visitor experience. Without conducting a complex capacity study (something UDOT has repeatedly refused), limiting the number of skiers at Alta and Snowbird would create an upward limit on canyon traffic and assist UDOT planners with the identification of effective transportation solutions. While as a stand-alone alternative this may not meet the overly narrow purpose and need identified within the EIS, when considered in conjunction with other alternatives (see above series of alternative recommendation), it is a reasonable alternative that must be analyzed in detail.

Cumulative Impacts

The EIS fails to include the construction of an interconnect lift system as a reasonably foreseeable future action. A new lift system connecting Deer Valley to Solitude via Guardsman Pass and Solitude to Alta via Grizzly Gulch has been proposed multiple times and remains a distinct possibility. Concepts such as SkiLink, once introduced for approval through Federal legislation, and more recently OneWasatch, sadly remain viable options that could be constructed with a limited number of lifts and minimal federal approvals in a space of less than a year. With Alterra Mountain Resorts acquisition of Solitude and Deer Valley, and with the inclusion of Alta and Snowbird in the IKON pass, industry interest in connecting the Salt Lake and nearby Summit County resorts is higher than ever.

Alta's recent decision to withdrawal its private lands in Grizzly Gulch from the land exchange proposed in the Central Wasatch National Conservation and Recreation Act to "accommodate future growth within their special use permit and private lands" is direct evidence that a interconnect lift system is no longer speculative, but a reasonably foreseeable future action that must be taken into consideration in the EIS.

Construction of an approximately 8-mile \$529-million-dollar gondola from the Salt Lake Valley through relatively undeveloped portions of Little Cottonwood Canyon would increase pressure from industry and the legislature to approve and build a interconnect lift system. Construction of a gondola would be a gateway drug leading to additional addictive lucrative developments in the Wasatch's remaining backcountry environments. In addition to adversely impacting scenic, recreational, and natural resources throughout the entire central Wasatch Mountains, the Little Cottonwood Gondola could eventually be used as a transportation hub that supports access to 5-7 ski resorts, dramatically increasing traffic congestion in the canyon, on Wasatch Blvd, and at proposed transportation hubs located at the Highland, gravel pit, and La Caille transfer stations. If a Gondola or improved road is constructed in conjunction with an interconnect lift system, traffic could substantially exceed UDOT's current projections. Given the probability of a interconnect lift system, the EIS must evaluate the potential impacts of ski resort expansion on private lands outside existing permit area boundaries, including the environmental consequences of a interconnect lift system and associated traffic. UDOT's EIS fails to consider the direct, indirect, and cumulative impacts that transportation solutions for SR210 will have on SR190. Big and Little Cottonwood Canyons, both accessed via Wasatch Blvd, have inseparably connected transportation systems. When Little Cottonwood Canyon is closed for avalanche mitigation, backcountry and front county ski traffic significantly increases in Big Cottonwood Canyon. This issue has become more prevalent since Alta, Snowbird, Brighton and Solitude became accessible to local skiers with purchase of a single IKON pass. Instituting a toll system in Little Cottonwood Canyon may shift additional winter vehicle traffic to Big Cottonwood Canyon rather than incentivizing skiers to use mass transportation unless similar tolling and bus systems are simultaneously introduced on SR190.

Increased traffic in Big Cottonwood Canyon would be problematic given current congestion and the fact that Solitude and Brighton have less available parking than either Alta or Snowbird, despite having similar uphill skier capacity.

Importantly, instituting a toll system in Little Cottonwood Canyon during peak summer season would also increase traffic in Big Cottonwood Canyon at already congested trailheads including Mineral Fork, Mill D, Butler Fork, Mill-B (S-Curves), Spruces/Days Fork, Willow Heights, and Brighton. Visitor use at these trailheads already routinely exceeds available parking capacity. Finally, if summer time tolling is instituted in Little Cottonwood Canyon, Big Cottonwood would be the only "fee free" canyon in the

Central Wasatch since general access fees are already required in neighboring Millcreek and American Fork Canyons. Therefore, the EIS must consider the cumulative impacts of any and all transportation solutions on Big Cottonwood Canyon.

Socioeconomics

The EIS fails to discuss how construction of the gondola would be funded. While ski resorts and other private developers have indicated that they would assist with the costs of construction and operation, the industry has not disclosed how much they would contribute toward the project. Without this information, the EIS must assume that the public would be required to subsidize the full costs construction. The EIS fails to disclose the direct cost of transportation solutions to taxpayers in Salt Lake County or Utah. This information must be disclosed and taken into consideration prior to making an informed decision.

Utah residents collectively should not be responsible for covering the costs of transportation, especially when the primary beneficiary is two for-profit private corporations operating on public lands.

Additionally, the primary public beneficiaries are alpine skiers, that on average, have a greater annual income than the average American with 92.9% of skiers making in excess of \$50,000 per year and 46.1% making in excess of \$100,000 year compared to the median American income of \$49,777 (National Ski & Snowboard Retailers Association: Snowboarding and Skiing Participation Report, 2010).

The EIS also fails to include the estimated costs of riding the gondola and who would be responsible for long-term maintenance and operation costs. UDOT does not experience or expertise operating complex lift systems, which indicates that the gondola would be operated by the ski resorts or a private entity. The effectiveness of the gondola as an alternative transportation system is entirely contingent convenience and individual rider fees. UDOT, through nearly 30-years of experience with light rail and high speed rail has learned that rider fares cover less than 20 percent of operating costs. Unexpected short-falls in revenue projections would likely result in decreased services during the summer season and on routine business days when the road can handle ski traffic (reduced service has occurred with UDOTs rail systems to account for revenue short falls).

Finally, the EIS fails to disclose how the reliability of the gondola as a transportation system was calculated, especially when few if any gondolas of similar length exist globally. The EIS does not specifically address how lightning storms (frequent in summertime and wintertime high alpine environments), ice storms, or wildfires could disrupt system reliability. Climate change has resulted in decreased snowpack, increased rain and flashflood events, and increased wildfire risk in Utah's alpine environments. The reliability of a gondola in the face of these realities must be considered and explained in the EIS.

Conclusion

State of Utah politicians have a history of supporting decision-making at the local level, except when local viewpoints run contrary to the legislature's broader political objectives. Residents of Salt Lake County, Salt Lake City, and Cottonwood Heights have overwhelmingly expressed opposition to UDOTs preferred transportation solutions. While the state legislature appears eager to fund construction of the gondola because it presents an opportunity to further tax revenues by marketing Salt Lake as a unique ski destination, deference should be given to those that routinely use the canyon, are most impacted the decision, and deal with current traffic problems. Make no mistake about it, the gondola is a little more than a glorified amusement park attraction masked as a transportation solution that would benefit a handful of private corporations. The gondola alternative is a costly, unproven, and unnecessary solution to an intermittent ski traffic problem. Expansion of Little Cottonwood Canyon road would have equally if not greater impacts then the gondola to the natural, scenic, and recreation values that make Little Cottonwood Canyon such a special place. If a four lane road isn't needed in Yellowstone, Grand Teton, Zion, Bryce, Glacier, Rocky Mountain, or Yosemite National parks, it isn't needed in Little Cottonwood Canyon either. If traffic to the Maroon Bells (a non-National Park Service example) can be successfully managed through an efficient bus system, so can traffic to this equally beautiful place. Based on the information included in this comment letter and the comment letters submitted by many other concerned citizens, non-governmental organizations, and local governments, UDOT must go back to the drawing board and evaluate pragmatic, measured, cost effective, and forward thinking transportation solutions that would preserve Little Cottonwood Canyon.

COMMENT #: 12674
DATE: 9/3/21 1:25 PM
SOURCE: Website
NAME: Ryan Kendrick

COMMENT:

While a gondola is certainly the "sexier" option, practically speaking the buses make much more sense. The buses can serve more than just the two ski resorts, and can scale up/down according to demand. And should ski resorts go away due to climate change, we won't be left with all of this gondola infrastructure serving nobody. I really dislike the notion of taxpayer money paying to build a gondola that only services for-profit ski resorts. At least buses could theoretically stop along the way at various trailheads.

COMMENT #: 12675
DATE: 9/3/21 1:25 PM
SOURCE: Website
NAME: Glenn Johnson

COMMENT:

I am a resident of east Sandy and live within [REDACTED]. I am a regular user of the Canyon for recreation. On a day-to-day basis, what happens with this project will affect me and my neighbors more than it will tourists and politicians. We are down to two alternatives at this point, and of those two, I recommend the Enhanced Bus alternative. Enhanced Bus Alternative will cost \$82 Million less than Gondola B, will have better travel-time to the Canyon. In addition (and I did not see this discussed in the community presentations I've seen) any bus-service alternative has the advantage of long-term flexibility. Bus service could be easily be altered in the future as Canyon use changes. The Gondola will have just two stops in the canyon, and that will never change without tremendous additional capital expenditure. It will also have a greater adverse impact on traffic along Wasatch Drive in Sandy as it will send much more traffic to La Caille so that people can get up the canyon in 43 minutes rather than 1 hour.

But it is not just the cost and service advantages that makes bus service the clear choice. Gondola B is at best a vanity project. At worst, it is a boondoggle whose primary beneficiaries will be moneyed interests. Those in position to benefit most are the resorts (and it is my understanding that they will not be spending a dime on this) and other moneyed interests such as former elected officials who shrewdly used their connections to buy La Caille, and then lobbied UDOT to consider that property as the Gondola Base. The Gondola B alternative is not the best use of Utah taxpayers' money - and it is not in the best interests of the residents of Sandy.

COMMENT #: 12676
DATE: 9/3/21 1:25 PM
SOURCE: Website
NAME: Benjamyn Ward

COMMENT:

Out of the two options proposed by UDOT, I am more in support of the "bussing and road widening plan. However, I would rather that the road widening aspect of it be abandoned in favor of using electric busses and tolling cars that are not using these busses to incentivize usage of the bus system, which could drastically reduce traffic on the way to the ski resorts.

The reason I am in favor of this is because I am an avid climber and hiker. Both of the proposals will impact the land that is being used for other activities. Expanding the road will impact 29 boulders and building the Gondala system will impact 35 boulders according to this Climbing.com article

<https://www.climbing.com/news/utah-little-cottonwood-canyon-boulders-destroyed/>

If you decide to revamp the proposals, please consider all of the other activities that occur in the canyon beyond snow sports.

COMMENT #: 12677
DATE: 9/3/21 1:26 PM
SOURCE: Website
NAME: Julia Geisler

COMMENT:

Note: I did not receive confirmation that the SLCA's comments were recorded and received. I've submitted them three times via this portal and also emailed to Josh Van Jura. Please confirm the SLCA's comments have been entered into the Federal Registry.

COMMENT #: 12678
DATE: 9/3/21 1:26 PM
SOURCE: Website
NAME: Jeffrey Hatch

COMMENT:

I am opposed to UDOT alternatives. They are too massive and leave many traffic problems unsolved. We should take smaller steps with buses, a few wide places for 3 lanes. For “rush” hours, have one-way traffic for half hour segments. We also need economic costs for private cars to get more use of public transit.

COMMENT #: 12679
DATE: 9/3/21 1:27 PM
SOURCE: Website
NAME: Brodie Mead

COMMENT:

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape.

COMMENT #: 12680
DATE: 9/3/21 1:27 PM
SOURCE: Website
NAME: Chris Mulhern

COMMENT:

I favor the preferred alternative. The gondola option will have negative visual impacts and increase travel times at higher costs.

COMMENT #: 12681
DATE: 9/3/21 1:29 PM
SOURCE: Website
NAME: Ellie Strong

COMMENT:

The construction of the gondola and expanding the road system will permanently change the canyon, and will only solve the problem temporarily as the popularity of the canyon grows. Before destroying the canyon in an act that cannot be reversed, UDOT should consider less permanent options to see how that helps, such as expanding the bus system without widening the road. To encourage the use of public transportation, the lockers at the resorts could be expanded and be free to use, so people don't feel like they have to bring their own vehicle just to store all their stuff. The resorts benefit quite a lot from the currently proposed options, and it would be nice to see them help the canyon out. Another option could be implementing a sticker system that verifies the car is not a rental or someone from out of state with no former experience driving the car to prevent accidents. The four wheel drive mandate should be in place all winter long as well.

COMMENT #: 12682
DATE: 9/3/21 1:30 PM
SOURCE: Website
NAME: David Stone

COMMENT:

I am against the gondola.

I don't like the idea of seeing rock climbing resources destroyed and such a big visual impact of a gondola before trying to do an expanded bus service. I know it is a big plus for the resorts and tourism, but I feel like the value this place holds to locals should play a part, even if they don't bring in as much money.

It seems like the gondola doesn't really help locals who like to boulder (it would remove some opportunities), backcountry ski/hike (it wouldn't drop off to intermediate places), or locals who get up early to catch the bus. I'm also worried that the gondola is really only necessary for a handful of weekends during the peak ski season. But unfortunately, it can't be taken down in between when it is needed. Busses do seem to offer that benefit, in that service can be modified to fit demand.

The gondola does seem to have high capacity, but I can't help but feel that the bottleneck to get up the canyon is really not the only crowding problem. I might suggest that some work or barrier to entry actually isn't necessarily a bad thing. For example, if we had the technology to simply teleport anyone instantly from their home to the resort, removing all effort required to get there, we would still have a problem because then the bottleneck would be the lift lines and other services at the resort.

As a resort, the state of Utah, or anyone else who stands to make money off of more people getting up canyon, I can see how you may want to tip the balance towards as many people as possible. Even if some people reduce usage due to the crowding itself, the group most likely to stop visiting are the locals who don't spend as much. But as a local myself I can't help but see this as a bad thing for my interests.

Unfortunately, I don't think I have much say, because as a local I don't have as much monetary value, but I do feel that the gondola is the wrong choice for me. If we use overcrowding as a deterrent to usage, locals and the beauty of the canyon lose out. If we use an early alarm clock (and admittedly some frustration) as a limiting factor, those willing to work hardest will benefit, and we preserve the canyon in many ways from the impact of the gondola. Thank you for considering comments.

COMMENT #: 12683
DATE: 9/3/21 1:30 PM
SOURCE: Website
NAME: Edwin Greer

COMMENT:

Gondola Please

COMMENT #: 12684
DATE: 9/3/21 1:31 PM
SOURCE: Website
NAME: Thomas Fuller

COMMENT:

I am totally against any gondola being placed in LCC. I am not in favor of even expanding the roadway up the canyon at this time. I think there should be a very gradual, cautious approach to changing anything other than possibly starting with tolls. We should not subsidize Snowbird and Alta; let them cough up a sizeable sum of money. Thank you.

COMMENT #: 12685
DATE: 9/3/21 1:31 PM
SOURCE: Website
NAME: Tim OBrien

COMMENT:

Please vote to construct this gondola project. Utah has the opportunity to set a benchmark in the future of mountain transportation. This gondola will create safe passage for people to get to their jobs and back to their families. Please be a leader in developing new technology rather than sticking with the same old thing.

COMMENT #: 12686
DATE: 9/3/21 1:31 PM
SOURCE: Website
NAME: George Vargyas

COMMENT:

Greetings LCC DEIS Team,

I have lived in and near the canyon for 24 years. I am a 24 year Snowbird passholder, work on the Snowbird Ski Patrol as a medical advisor, volunteer for Wasatch Backcountry Rescue, and am a backcountry user as well. My wife and two children are resort season passholders also.

The main issues with the two choices pros and cons is, I believe, well represented by community members. I am in favor of incremental improvement to achieve the desired goals of many. Up until now, more aggressive interventions to deal with the congestion have not been pursued with real effort. Tolling with revenues to subsidize the travel hubs and bus improvements, real world traction policy and enforcement, minimizing single occupancy vehicles during peak times, creative directional flow enhancements, are just a few of the things never before implemented with any seriousness.

The gondola, which will be the longest and most expensive in the world, is a huge impact that is inconsistent with the current watershed policies and 2003 USFS plan. And this is a waste of taxpayer dollars because the RELIABILITY is overstated. Multiple issues like artillery fire, interlodge, lightning, icing events, wind - will impair it's operating time. In addition, backcountry access and egress sites impacted by the 8 mile gondola has not been analyzed with enough detail.

I would like to discuss concerns around FAA policies and aircraft safety with the proposed towers and wires. As a search & rescue volunteer, ski patroller, plus having medical involvement in medical helicopter transport as an emergency physician, I want to point out some safety concerns.

Helicopter medical transport is a regular occurrence in the canyon. Both at the resorts, and in the backcountry. In January 1998, during an air medical rescue and transport, the weather was variable and challenging. In the end, 3 rescuers and the victim crashed into the canyon wall and died. They departed from White Pine parking lot. Here is a news reference:

<https://www.deseret.com/1998/1/12/19357426/4-die-in-crash-of-u-medical-copter>
(Deseret News, Jan 12, 1998, Donaldson and Collins, 4 die in crash of U. medical copter)

I am concerned that the gondola towers and wires will interfere with flight patterns in a extremely challenging flight environment. That helicopter crash did not have to deal with the complexities the enormous towers and wires introduce. I believe these structures will impair air medical transport safety in the canyon. This has not been adequately examined in the DEIS, and needs investigation and transparency. I realize the gondola could potentially facilitate some medical evacuation efforts, primarily from the resorts, but from White Pine and lower, there is no benefit, only harm. An unstable patient in a gondola box for 30 minutes is undesirable to most medical providers, and unwise. On balance, likely impaired emergency air medical transport is the greater concern.

Installing lights on the towers as per FAA policies, will greatly detract from the dark sky nature of the landscape that was not analyzed adequately. As a Scenic Byway, this compounds the potential impact.

In addition, please recognize that the indirect and cumulative impacts around the known increased visitation from the proposals is a necessary step (needs study/examination) to better fulfilling the purpose and need, and improve safety, reliability, and mobility. Underestimating the capacity increase will result in increasing pressure on resort expansion and subsequent conflict with dispersed users. Backcountry recreation is THE fastest growing segment of the ski industry for many years now, and is well documented. The proposals will negatively impact both the resorts and backcountry users with overcrowding, and resulting in further unwanted development. See Wasatch Canyons Tomorrow study by Envision Utah, 2010. Among studies used in the analysis, this one not referenced and no explanation provided as to why. Reputable design and metrics.

Thank you

George Vargyas, MD FACEP
SLC, UT

COMMENT #: 12687
DATE: 9/3/21 1:32 PM
SOURCE: Website
NAME: Kendra Van Horssen

COMMENT:

It will ruin the canyon if you put the gondola in. Make it a toll like Millcreek Canyon, use more buses...
please no gondola

COMMENT #: 12688
DATE: 9/3/21 1:33 PM
SOURCE: Website
NAME: An Anderson

COMMENT:

LCC is a beautiful canyon that should not be destroyed for private industry. I am against both the gondola and the widening of the road. There have been many alternatives suggested that seem to be getting completely ignored in a rush to satisfy big business at the taxpayers expense. I am for increased bus service. There are many hubs already that are not being fully utilized. Please consider ways to get people using public transportation which not only solves the parking problem but helps with emission issues. Don't destroy the beauty of LCC just to satisfy the insatiable desires of the ski resorts.

COMMENT #: 12689
DATE: 9/3/21 1:37 PM
SOURCE: Website
NAME: Brenda Biesinger

COMMENT:

Hi I'm in favor of the gondola. Thank you.

COMMENT #: 12690
DATE: 9/3/21 1:37 PM
SOURCE: Website
NAME: Andrew Gagnon

COMMENT:

I am hereby voicing my support for the “gondola option” as opposed to expanding public transportation in Little Cottonwood Canyon. I believe firmly that carbon remissions need to be reduced in the canyon - this is something I believe more firmly given the heat and increased air pollution we are experiencing this year. Thank you.

COMMENT #: 12691
DATE: 9/3/21 1:39 PM
SOURCE: Website
NAME: John Kennington

COMMENT:

As a final set of comments:

-Thank you for allowing me to comment on this most important issue.

-After hearing others' comments over several weeks I'm more convinced than ever that the Gondola alternative is the most destructive and invasive to the Little Cottonwood Canyon and is least favored. The enhanced bus alt is a step in the right direction, as the ROW already exists, and it can serve all canyon users, which the gondola won't.

But both are quite invasive, as such, less invasive measures should be tried first, like tolling, prohibition of single occupant vehicles, better tire inspections and more funding for busses, during busy times for 2-3 seasons. The idea would be to change people's behavior towards using mass transit. THEN a design for additional infrastructure needed should be implemented to match the recreational capacity for the canyons, per a study that would be conducted concurrently with the 2-3 season pause to test the less invasive infrastructure. This could potentially save millions of \$\$ in construction and operating costs.

-For the scale of LCC the only tram related tourist infrastructure needed already exists with the Snowbird tram. Any more such infrastructure would overwhelm the size of the canyon. In addition, the scale of the proposed bottom gondola terminal would overwhelm the local area around it with commercial development, and cause more traffic on Wasatch Bl., which the local citizens don't want.

-Thank you very much.

COMMENT #: 12692
DATE: 9/3/21 1:39 PM
SOURCE: Website
NAME: Angie Andrus

COMMENT:

Decidedly against

COMMENT #: 12693
DATE: 9/3/21 1:39 PM
SOURCE: Website
NAME: Bryan Ganz

COMMENT:

I'm for the gondola. Thanks.

COMMENT #: 12694
DATE: 9/3/21 1:40 PM
SOURCE: Website
NAME: Eugene Weymouth

COMMENT:

I want the gondola.
Thank you.

COMMENT #: 12695
DATE: 9/3/21 1:40 PM
SOURCE: Website
NAME: Charles Scotch

COMMENT:

Please don't change anything! The canyon should be left alone. We need to reduce the number of people we're allowing to move to our state and tax non-residents higher for using our open and public spaces! Thanks!

COMMENT #: 12696
DATE: 9/3/21 1:40 PM
SOURCE: Website
NAME: Emily Meadows

COMMENT:

Hello,

I am a Utah native and have my degree in Environmental Science and Urban and Regional Planning. I am currently pursuing my Master's in Ecological and Sustainable Planning at the U and must share my thoughts regarding the two options outlined in the EIS. Additionally, as an avid outdoor climber, hike, trail runner, biker, and skier, I am passionate about protecting the natural environment we still have. Utah is a state known for its outdoor recreation, yet big corporations want to exploit and take advantage of the land and water to benefit themselves. I study the very interconnected and complex issues that LCC is facing on a daily basis in my degree and I cannot support either of the alternative options as they stand. They do not promote equitable access, ecological preservation, and sustainable practices. I plead you to reconsider and reevaluate the huge impact both a gondola and extending the road will do. It will contaminate the only water source salt lake valley has to rely on. It will destroy natural ecosystems that we can NEVER rebuild. It will only increase single-car traffic and in effect, increase and worsen air pollution. We need to find solutions that will serve everyone in Salt Lake Valley. More frequent and year-round bus systems that can connect people to the mountains can provide more equitable access to residents on the west side of the valley. Toll roads that require private cars to pay when not carpooling will incentivize taking public transit. The answer is not to build more infrastructure, but to improve that which already exists. Please consider the consequences associated with more environmental degradation. We NEED the ecosystem services the forests and mountains provide. We need cleaner air, we need water to survive the summer droughts, we need to make the smart choice now to save these special places for future generations.

Lastly, I came from a low socioeconomic background and never had access to outdoor recreation until college. It was the one healthy method I found to help me combat depression and anxiety. The one place I could find peace, quiet, and beauty. Please do not ruin that with crowds of people driving, parking, taking a gondola that does not belong in nature. Do not make the mistakes many have made before. Thank you for listening. I hope this makes a difference

Best,
Emily Meadows

COMMENT #: 12697
DATE: 9/3/21 1:41 PM
SOURCE: Website
NAME: Adelinn Cook

COMMENT:

The boulders and routes of LCC forge the character of our local climbing community. They are a connection between our historic legacy and the potential of our future climbing generations. Under UDOT's plans for a gondola or additional lanes, over 100 iconic boulders will be impacted and the natural beauty of the canyon forever altered. The current views of pristine granite and pines to be interrupted by towers and cables; the rush of the river replaced with the consistent hum of machinery. Additionally, UDOT's LCC gondola and additional lanes proposals contribute to environmental injustice in the Wasatch Front. These proposals disproportionately burden lower income residents - particularly those that hold marginalized racial and ethnic identities - thereby perpetuating environmental marginalization and injustice.

Less destructive options exist, such as UDOT's Enhanced Bus without Roadway Widening proposal. Transportation infrastructure that physically and permanently alters the canyon should only be considered after less impactful options have been implemented and shown to be ineffective. 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 #: 12698
DATE: 9/3/21 1:42 PM
SOURCE: Website
NAME: Joshua Warner

COMMENT:

the options of rail, gondola, and road widening with snow berms are NOT in the best interest of the future of Little Cottonwood Canyon. While they potentially could answer some problems, they do not solve all the problems and definitely create new problems. These solutions are only in the best financial interest of Snowbird and Alta. Both ignore the preservation, beauty and user experience of both locals and tourists alike within the canyon. Some reasons why I feel these solutions are not in the best interest of the public or the canyon is that these solutions have completely ignored Big Cottonwood Canyon which is struggling with the same issues. how can both canyons struggle with the same issue but the only proposed solutions only address one canyon? second is these solutions cut out all other users of the canyon except those skiing Alta and snowbird. All summer users, Hikers, climbers, and bikers are ignored with the proposed solutions along with backcountry skiers and snowshoers in the winter. Precious world class Bouldering will be destroyed with the road widening and snow berms. It seems that UDOT and taken into account of what the environmental impact of implementing any of these solutions would be but ignores the future impact as a result the implemented solutions i.e., the canyons capacity for people, development etc.

Are there not more immediate, less expensive, less permanent and less harmful options to try before we implement one of these solutions?

what about a tolling system?

what about actually enforcing the traction law (I had the UDOT sticker indicating my vehicle was equipped with proper snow tires and 4X4 drive train but was never checked nor saw other cars being checked and I drive up the canyon 3-5x per week in the winter season)

Funding for more busses, shuttles, vans, and restricting single occupancy cars on peak days. No one disputes the need for reform and new systems to alleviate congestion and traffic in the canyons, but it is clear that the Gondola, Cog Rail and Road widening are not driven to provide the best solution for our community and state but for snowbird and Alta to exponentially increase their profits even though they are already thriving and would also benefit from solutions that have the entire community in mind.

COMMENT #: 12699
DATE: 9/3/21 1:42 PM
SOURCE: Website
NAME: James Speed

COMMENT:

I am against a Gondola. I believe it will impact the environment too much and distract from the natural beauty of the canyon. I would rather see an expanded bus lane with electric buses like they have in park city. I understand the economic importance the ski resorts have in Utah, however we have to balance nature with the greed and profits of the resorts. I think the Bus option is best.

COMMENT #: 12700
DATE: 9/3/21 1:45 PM
SOURCE: Website
NAME: Joey Campanelli

COMMENT:

More people up canyon? No. We need less. Besides service vehicles, handicap, employees, and hotel guests (with road fee) Close the road at the mouth and then everyone else can hike. We are the problem. If an amusement park is what you want to keep progressing towards, a gondola would be cool.

COMMENT #: 12701
DATE: 9/3/21 1:45 PM
SOURCE: Website
NAME: Yancy Zimmerman

COMMENT:

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.

COMMENT #: 12702
DATE: 9/3/21 1:45 PM
SOURCE: Website
NAME: Peri Brimley

COMMENT:

The gondola proposal is a heinous idea. It prioritizes the desires of the ski resorts and individuals over the needs of the land. Utah has always been a state that prioritizes the safety and sustainability of its public lands before the desires of tourists, and it is extremely disappointing to see the state consider a proposal that only represents the interests of for-profit companies. As a Salt Lake native I am distraught at the idea of the environmental blight this gondola proposal would cause, and **STRONGLY** urge the state to adopt the enhanced bus system. Thank you.

COMMENT #: 12703
DATE: 9/3/21 1:46 PM
SOURCE: Website
NAME: Taylor Meadows

COMMENT:

Hello,

Thanks for taking comments during this review period. I hope they are carefully and thoughtfully weighed.

I oppose both proposed solutions. Both are unfit to solve for the root problem, which is car-caused congestion and traffic on a handful of peak days throughout the winter months. By building a gondola or widening the road, we fail to eliminate standard traffic lanes, which will go on in use just as much as they have been in recent years. User behavior won't change if the same options we are comfortable with are just as readily available as before.

Referring to the user experience of using the gondola or enhanced bussing to go skiing, we must recognize the shortcomings that will quickly become blatantly obvious. It won't take long for a family of four or even an individual local to realize how broken and inefficient the system is when they get stuck in bumper to bumper traffic to get to a parking lot or garage, then transport onto a canyon-access bus, then onto a canyon bus or gondola, then onto another gondola if transferring all the way to Alta via gondola option. The hassle, quite frankly, will not be worth it. We will spend \$1 billion dollars to create a system that no one will want to use more than once.

Sure, there may be a number of tourists who would come ride the gondola for the scenic ride in the summer, but are we even solving for the original problem at that point?

If we want to create change to congestion on peak days in the winter, we have to attack the root of the problem, not increase the available usage of the canyon beyond its carrying capacity.

Let's try disincentivizing cars with heavy tolling and subsidized bussing. Let's try a Zion shuttle system with expanded rapid transit throughout the valley. Let's try countless other options that aren't a Hail Mary \$1 billion dollar approach that fails to address the root problem.

And perhaps most importantly, let's stand up against lobbying ski resorts that are self-interested. Of course they'd love a free scenic Disney ride that increases their daily numbers. Why would they say no to more money in their pockets when it's on the taxpayers' dime? Easy answer for them, but tough reality for the environment, locals, residents, frequent canyon users, and countless others.

Thank you and may we choose prudently how we protect a canyon like none other.

Taylor Meadows

COMMENT #: 12704
DATE: 9/3/21 1:46 PM
SOURCE: Website
NAME: Vance Smith

COMMENT:

I do not think they should make a gondola or widen the road just for a few busy days out of the whole year. Most of the time, the gondola or widened road won't even be used. The canyon is supposed to be for recreation and experiencing nature. Developing the canyon more is only going to benefit the private ski resorts at the expense of the people who live here. The canyons are also where we get our water from so adding a gondola or more road will pollute the water more. The land should be allowed to be used by the public and benefit everyone, not just the private ski resorts.

COMMENT #: 12705
DATE: 9/3/21 1:47 PM
SOURCE: Website
NAME: Madelin Ortiz

COMMENT:

These proposals primarily serve the ski resorts while negatively impacting other user groups like climbers, backcountry skiers, hikers, birdwatchers, etc. as well as causing a tremendous impact on the environment. It would be great if UDOT invested in the existing mediocre public transportation options before spending \$500 million to build a gondola or widen the road.

COMMENT #: 12706
DATE: 9/3/21 1:47 PM
SOURCE: Website
NAME: Timothy Coats

COMMENT:

My preferred option is enhanced bus service with no additional lanes added. I also favor tolling for travel up Highway 201 with a floating scale based on # of passengers, paid resort parking as well as charging for back country winter and summer parking all to encourage car pooling and use of the existing mass transit.

COMMENT #: 12707
DATE: 9/3/21 1:49 PM
SOURCE: Website
NAME: Katie Talbert

COMMENT:

I am in favor of neither the Granola or widening the route. I support a more advanced bus system to include additional buses, parking hubs, direct stops, live bus tracking app, etc.

COMMENT #: 12708
DATE: 9/3/21 1:49 PM
SOURCE: Website
NAME: Angela Isaacs

COMMENT:

The gondola option serves a limited sector of our community, irrevocably changes the nature and beauty of the canyon, disrupts or does not serve other recreation in the canyon (such as hiking, bouldering, backcountry use), and overall serves the canyon and our community poorly. It does not appear capable of accomplishing many of the stated needs in the EIS (Chapter 1.2, pg 1-8: Purpose and Need); namely I do not see how it will decrease traffic on Wasatch Boulevard. It may, very occasionally, increase mobility during peak travel periods, but I am skeptical even of this. With longer travel times, parking, and cost, it may only be used by some on the best of powder days to two single resorts. It will not address rapidly growing backcountry usage and diverse activities in the canyon. And it cannot even run during avalanche mitigation, which will obviously be ongoing, so it does not seem to solve the problem of bypassing avalanche hazard, as some assert. We will still have so many people using the roads and we will obviously still have to have avalanche mitigation. It does not do anything to solve limited parking at trailheads and usage of the road by cyclists and pedestrians - as again, it only serves two single ski resorts, and I am very skeptical that it will even remove the amount of traffic from the road that the EIS shoots for (which is shockingly low for any lasting solution considering our air quality and population growth). It will alter the canyon forever without solving our traffic problem. It is not adaptable and scalable, and it is the worst possible solution for Little Cottonwood. Our local government know that, the CWC knows that, and many other organizations who have truly studied the traffic problem and solutions know that. UDOT must also know. Right?

We need a solution that promotes Salt Lake residents and visitors to use transit in our canyons. We need a solution that is adaptable and long-lasting. We need a solution that considers the health and beauty of the canyon. There should be affordable options so that we close no one off from access to the canyons. But it is also ok if not everyone who wants to make it to Snowbird on a powder day can easily make it. I value our resorts; we should make getting to them safer and easier. We also should not continue to change the character of the canyon so that we can shuttle the most people possible into the canyons. Natural barriers are ok. Keeping our canyons the beautiful places that they are is ok. I am disappointed with what seems to be a lack of actual study and consideration of environmental impact in the scope of this EIS. My preference is that we limit cars and use buses that are integrated with a better public transit system in the valley. This should absolutely be an option we try first. It benefits those using the canyons, and also those just living life and working every day in the valley. Expand public transit! But barring our willingness to think that broadly, let's not build a gondola that meets none of our needs and is so short-sighted! I guess if I have to pick one of the preferred alternatives, let's add a dedicated bus lane that will allow people to take the buses to the ski resorts on winter weekends safely and efficiently, and allow us to reduce our traffic into the canyons and provide access to all in all months of the year. I think we should use our existing roads first and limit cars, but let's try buses first!

COMMENT #: 12709
DATE: 9/3/21 1:49 PM
SOURCE: Website
NAME: Bryan Haakenson

COMMENT:

I'd like to see additional options available other than the two proposed. I think parking structures that are larger and in the same footprint as the existing ones with technology allowing users to understand spaces available. Car pool only lanes and car pool exclusive parking would be incredible and less money than a tram. Other options need to be explored than just these.

COMMENT #: 12710
DATE: 9/3/21 1:50 PM
SOURCE: Website
NAME: Casey Arrington

COMMENT:

The Gondola and lane widening proposals would both create an irreversible impact on one of our greatest treasures. Little Cottonwood canyon is so much more than just home to 2 ski resorts. Many tax payers who recreate and enjoy the canyon, do so without having ever entered the ski resorts. I believe an improved bus system is the option that makes the most sense (if something must be done), though when it comes to catering to the money hungry ski resorts and their patrons, I could honestly care less how convenient things are for them. As a “dawn patrol” skier and rock climber, I have never been inconvenienced by traffic in anyway. Keep things the way they are.

COMMENT #: 12711
DATE: 9/3/21 1:52 PM
SOURCE: Website
NAME: Ryan Brown

COMMENT:

I understand that the roadway up to the ski resorts is much too small for modern day use, this issue is mainly just during the winter season. As a climber that loves the beauty of the canyon. It would be a tragedy to have the boulders and climbing areas destroyed or damaged. An option would be possibly moving the boulders? (yes they are gigantic) maybe creating an alternate route up the canyon from a different side?

COMMENT #: 12712
DATE: 9/3/21 1:52 PM
SOURCE: Website
NAME: Tanya Mitchell

COMMENT:

Choose the gondola option please!

COMMENT #: 12713
DATE: 9/3/21 1:54 PM
SOURCE: Website
NAME: Jordan Anderson

COMMENT:

Hey maybe don't ruin Utah. That would be really great, thanks in advance.

COMMENT #: 12714
DATE: 9/3/21 1:54 PM
SOURCE: Website
NAME: Matthew Morriss

COMMENT:

I do not believe that any of the available options will balance both increased traffic and greater access. It appears that the value of multiple uses is also not well balanced as the widening of the road AND the gondola options would impact and irrevocably damage some prime climbing areas. Moreover, the fact that the tax payers would be shouldering the burden of building something that specifically supports the ski industry is morally questionable and I do not agree with this use of tax payer funds. Any option needs to support multi-use and other trailhead access.

COMMENT #: 12715
DATE: 9/3/21 1:57 PM
SOURCE: Website
NAME: Daniel Ernst

COMMENT:

After review of the proposed options, I'm in support of option Gondola plan B. I'm in favor of this option for the following reasons:

- A - vehicle reduction through providing alternate access to the canyon, supported with vehicle access fees
- B - Year round service, not just seasonal
- C - Reduce/nearly eliminate weather related delays of access and return.
- D - Promotes mind set and behavioral changes moving people out of their cars and into public transportation.
- E - It emulates similar transportation modes used in Europe to access mountain recreational activities.

I first visited Little Cottonwood Canyon in 1960 as a young person and have visited subsequently over the years. I've heard arguments of diminished views with any of the options. I want to point out the views and impact the canyon has been substantial through the years. The single largest impact has been the growth of the private and commercial buildings and the need to support them. The roadway has been expanded to accommodate increase demands and is at a point now a decision is needed to move in a different and possibly uncomfortable direction for some. With these points and looking forward, I support the Gondola Plan B option.

COMMENT #: 12716
DATE: 9/3/21 1:59 PM
SOURCE: Website
NAME: Katie Weininger

COMMENT:

As someone Who has drove up Cottonwood Canyon for the last 11 years at least five or six days a week I believe that the gondola is not the option. Taking a stronger look at the bus option especially starting buses earlier in the season and keeping them going later and with more frequency you could alleviate a lot of traffic. Every time I wanted to take the bus there is no parking, a long wait, or the buses haven't started for the season. Find the space to make bigger parking lots and increase the bus service by starting here. If the new bus system with more parking and more frequency of buses is a success and there's still issues in the canyon then look onto the option of widening the road.

COMMENT #: 12717
DATE: 9/3/21 1:59 PM
SOURCE: Website
NAME: Alicia Mae

COMMENT:

The only way I see this gondola system working is if it is free, included in the cost of a ski pass and nearly free to the public. Frankly, Snowbird and Alta should NOT be benefitting from a \$500 MILLION project solely supported by public funds. Both resorts should assume their share of financial responsibility and contribute a portion of ski pass and ticket sales back to the project. Further, it doesn't seem like anyone has considered how this impacts summer traffic. Is there going to be a mid-way stop for those using the gondola to hike mid canyon? It will not help traffic at all if there are only two options, Snowbird or Alta. This won't impact traffic in the winter, either, if it's as cost prohibitive as the bus system is. It costs my family \$30 round trip to ski one day if using the UTA bus system, and it's frankly just easier to drive, even though sometimes the traffic is terrible. Another ongoing issue is where do people who use public transport sit, converse, put their skis and clothing on, and where do they store lunches and their stuff? If the gondola doesn't come with some SERIOUS places to enjoy getting ready, sitting around, and eating, it will be a tragic \$500M loss as people will still need their cars. I understand that Snowbird is deeply vested in the public supporting their business to the tune of hundreds of millions of dollars, and a pathetic effort to give over unusable ski terrain for non-use is a sad effort to conceal the massive freebie they're getting with the gondola. With snowbird's end goal seeming to be a massive expansion into the back canyons and into American Fork, it seems as though they should commit to return some of their profits in the forms of major subsidies to gondola riders for decades to come. In addition to these issues, what about workers in the mountain? How will they get up and down, will there be a toll or cost? We all know there's a problem with transportation, but this doesn't feel like it's been honestly vetted for the best PUBLIC outcome. In order for this to be good public use, it MUST be free or nearly free. Has anyone yet told the public the anticipated cost per rider yet?

COMMENT #: 12718
DATE: 9/3/21 2:01 PM
SOURCE: Website
NAME: Steven Cutler

COMMENT:

I like the Gondola system up the canyon

COMMENT #: 12719
DATE: 9/3/21 2:03 PM
SOURCE: Website
NAME: Wyatt Barrett

COMMENT:

I want a Gondola. It works when we have a lot of snow and that is when me and my family want to go up the canyon.

COMMENT #: 12720
DATE: 9/3/21 2:07 PM
SOURCE: Website
NAME: Lynda Murray

COMMENT:

I think an expanded bus lane would be the best way to go about this.

COMMENT #: 12721
DATE: 9/3/21 2:13 PM
SOURCE: Website
NAME: Hayden Wyatt

COMMENT:

I am submitting my comment in support of the bus expansion option for LCC. As a recreationist who enjoys the canyon in both summer and winter, I believe the gondola would heavily impact the outdoor experiences people have in the canyons. Having a flashy gondola running up the canyon will change the ability for people to get away from the chaos of SLC. This gondola will also impact the rock climbing of LCC in a disproportionate way. It seems the gondola is most supported by the ski areas as a means of improving LCC attractiveness for visitors rather than an option that considers all users and locals priorities in the canyon. Thank you for your consideration.

COMMENT #: 12722
DATE: 9/3/21 2:13 PM
SOURCE: Website
NAME: Susan Rea

COMMENT:

I live [REDACTED] Little Cottonwood Canyon in the old Granite township, now Sandy City. We don't need elaborate gondolas or expansion of the roadways that damage the magnificent Wasatch Mountains. There is no evidence that skiers will use a gondola, versus driving up with all their gear in the convenience of their parked car. SR 201 is not too busy except on the big snow days. It was manageable on powder days until ski resorts sold passes that work at multiple resorts, so that everyone flocks to LCC when the storm favors it. The resorts actually caused the "crisis", which they wish to remediate by building a gondola, which they will advertise like crazy to attract more business and traffic. Utah taxpayers will pay, continue to experience heavy traffic at the base of the canyon on snow days in ski season, and see degradation of the Wasatch and the watershed.

I am a skier in LCC and a resident who values LCC for its beauty, year round recreation and as our water source. I believe there are less costly and less destructive solutions to travel on SR 201 during ski season. First, the highway needs constant work to ensure safety. Lets make it as safe as possible for traffic during all seasons. Visible lane markers or dividers, rails where there are steep drops, signage for more pull outs in case drivers must read a text message or other distractions, signage on the danger of distracted driving, and better enforcement of speed limits and unsafe driving would help. A few amenities and parking lots at ends and along the way would help when avalanche or wrecks clog up the highway so that people can comfortably and safely wait, versus getting cold, hungry and agitated while they sit in cars or buses. Educate drivers to have some emergency items in cars driving up. As many others have mentioned, charge a toll on cars during ski season. Encourage multiple passengers per car. Increase the fine for going up without appropriate tires or 4 wheel drive.

We could try to have better, cheaper bus service first. I suggested years ago: There is free UTA service downtown. Try free buses shuttling to the resorts, for everone. That should cost much less than the massive construction projects. I do not see that softer, people centered solutions have been tried. These are easy to implement on a trial basis.

There are many softer solutions than hammering our way through LCC and destroying the beauty, ecosystem, and some of the thrill of the mountains just to make skiing easier to attain for tourists or others in too much hurry for the mountain conditions. I have not perceived a problem, beyond usual mountain highway maintenance, except on big snow days, particularly when they occur on weekends. The local residents should have the attention of decision makers, especially elected officials. We live here and pay taxes. I do not believe we want to be a Park City or an Aspen, CO, versus being Sandy City or Salt Lake County, Utah.

On the other hand, if you decide to install a gondola, you better make sure most skiers will actually wait to park, carry all their stuff and kids and kids' stuff to the gondola line, exit at one of only two destination resorts, board buses if they are headed to a hotel, condo or back country and repeat at the end of the day. My family often want to take lawn chairs and a cooler, too, for apres ski. I think the gondola developers must be planning more around resort hopping tourists and a new attraction to advertise rather than any inconveniences to locals by occasional heavy canyon traffic.

Lets try simpler, incremental, resident focused solutions to the year-round transportation, recreation and conservation issues confronting our watershed canyons.

Sincerely,

Susan Rea
Sandy City, Utah

COMMENT #: 12723
DATE: 9/3/21 2:13 PM
SOURCE: Website
NAME: Jessica Stevens

COMMENT:

Hello, I live near [REDACTED] and recreate there regularly. I am opposed to putting in a gondola. I think it will be ineffective and will destroy the beauty of our canyon. It's also permanent and a waste of tax payer dollars. I think that of the two proposed options, improving the busing is by far the better of the two. Please protect our canyon and don't put in an eyesore that will forever scar the canyon.

Thank you,
Jessica Stevens

COMMENT #: 12724
DATE: 9/3/21 2:16 PM
SOURCE: Website
NAME: Jeanne Hansen

COMMENT:

Yes, as very long time skier of Little Cottonwood Canyon, I support the Gondola B Alternative. It will help preserve our beautiful canyon. I do believe besides the ski resort stops, there should be a White Pine stop for the hikers and cross country skiers.
Thank you for your consideration!

COMMENT #: 12725
DATE: 9/3/21 2:17 PM
SOURCE: Website
NAME: Heather Dance

COMMENT:

I have many comments about what is happening with Big and Little cottonwood Canyon because of snow fall and traffic. I live [REDACTED] and am greatly impacted by the traffic. I also ski (back country and resort) and use these canyons regularly throughout the year for numerous activities. I care about my community. I care about the mountains and environment here in Utah.

I am strongly against a gondola being built up little cottonwood canyon. This seems like a complete waste of funds that will not fully solve the problem. Shuttling people up the canyon in small gondola cars will need a parking lot as large and Alta and Snowbird combined! Where will this go? An enormous structure built in a neighborhood changes this community permanently and drastically forever! We do not need to overbuild our communities. The proposal for parking is unrealistic and inaccurate at best of what will actually need to be built do house that many cars.

People will still want to drive up the canyon to save money and have their own vehicle. The gondola will not be top option unless there are heavy snow days (commenting about further down). The traffic on Wasatch to park for the gondola will still be a mess on those high use days.

Traffic on Wasatch is a problem in and of its self. I Do NOT want to see 5 lanes of traffic to become another freeway or Bangerter. There are countless kids who live on the east side of Wasatch that need to cross for school, activities, and friends. I already find it unsafe for my kids to cross at the cross walks. Death and accidents happen all the time on this road. The speed limit needs to be lowered and NOT expand.

This gondola benefits no one but the ski resorts! Why are tax payers the ones who are set to pay for this when the resorts are the sole beneficiaries. Backcountry skiing is hurt in this scenario. How do they get up the canyon to where they need to go? The road? Well, why build the gondola then if the road will be in full use?

The beauty of our canyons should be strongly considered. These giant huge towers are an eye sore! Huge impact to the mountain environment around each tower. Access to these towers for maintenance is also mandatory and ugly. Is the probability 0 for people being stuck inside of these during bad storms mechanical issues, etc? If so that's not acceptable either.

Building better snow sheds over the more sketchy parts of little cottonwood road is the solution.) This has little impact of the canyon as a whole. The rode is already there. Why not improve upon it rather than add something new? It's not going away regardless so why not improve it and make it functional with MUCH less money. Much less eyesore, and much less impact on our canyons. This way everyone can access the canyon with whatever activity they want to do.

And quite honestly, global warming is happening weather we accept it or not. Sadly and realistically how long will we have snow in these mountains to ski? This is a very valid and important point. By the time this giant eye sore of a gondola will be built, there could very much be limited skiing and NO avalanche days all together!

I feel like the idea for the gondola is a novelty at best and solution at worst. Please think about long term and cost for our taxes!

COMMENT #: 12726
DATE: 9/3/21 2:19 PM
SOURCE: Website
NAME: Karen Claridge

COMMENT:

Spend half the year in Alta. Want to look at the mountains NOT at a gondola that will have a huge impact on the beauty of LCC! Added bus lane is the way to ease congestion. I also support winter-long traction mandate. One l'll-equipped vehicle can make a tremendous traffic jam.

COMMENT #: 12727
DATE: 9/3/21 2:20 PM
SOURCE: Website
NAME: David Grainger

COMMENT:

Neither the gondola option or bus option are well-conceived options with scalable futures, or much creativity for diverse demands on canyon recreation demands and user interests. They are knee-jerk obvious immediate solutions, each with unique compounded environmental problems that reduce the scenic value, recreational attributes and future of Little Cottonwood canyon. I urge all stakeholders to go back to the drawing board, really consider the holistic value of this canyon and this opportunity to make a real solution that accommodates year-round recreational demands and commercial interests without permanent unsightly infrastructure and aerial obstruction. Simply moving automobile congestion to the canyon mouth does not address car congestion and emissions issues. A non-partisan, apolitical holistic approach is needed. Thanks.

COMMENT #: 12728
DATE: 9/3/21 2:22 PM
SOURCE: Website
NAME: Caroline Jackson

COMMENT:

Hello,

I am an avid skier of Little Cottonwood Canyon, both at the resorts and as a backcountry skier. I am very familiar with our traffic. I whole heartedly agree the implementation of a toll road and allowing residents to buy a season pass, similar to how Millcreek currently operates. What I'm not in favor of is having a multi-billion dollar project undertaken for the benefit of two privately owned resorts without any sort of guarantee or willingness on their end to cap the number of visitors. If cars are still allowed to come up the road and additional parking is added at the base of the canyon, we are only further aggregating the problem. The canyon has a limit and it can only hold so many people. While I know this was not one of the listed purposes of the study, it seems like a huge thing to overlook and not consider the environmental impacts of a canyon at full capacity. While it seems like a big jump to build the gondola, I do see the value in an option with less environmental impact than widening of the road. However, I do hope that UDOT and the Forest Service will seriously consider having the resorts enter into some kind of agreement to cap their daily number of visitors as a compromise. After all, we are trying to cap the traffic problem, not add thousands of more people to it in a given day.

Thank you for your time,
Caroline Jackson

COMMENT #: 12729
DATE: 9/3/21 2:22 PM
SOURCE: Website
NAME: Thomas Peters

COMMENT:

As a climber that recreates on the boulders and cliffs of LCC, I oppose the current options for transportation development that UDOT has proposed. Not only will the climbing terrain change forever, but the aesthetics of the canyon will be changed. We can do better and find options that meet the needs of all recreation groups. Thank you.

COMMENT #: 12730
DATE: 9/3/21 2:23 PM
SOURCE: Website
NAME: Nicole Day

COMMENT:

Gondola > widening road

COMMENT #: 12731
DATE: 9/3/21 2:28 PM
SOURCE: Website
NAME: Zach Anderson

COMMENT:

Neither of the preferred alternatives should be adopted. Neither option achieves the goal of the project purpose as stated in the EIS summary - "meet the needs of the community" and "preserve the values of the Wasatch mountains." The "community" that is paying for this is the entire state of Utah, while far from the majority of Utahans actually recreate at snowbird or alta in the winter months. So how are these alternatives meeting the needs of the community that is paying for the project? They aren't. Most taxpayers don't have any need for either option, so they should not be burdened to pay hundreds of millions of dollars to improve the upper-echelon's experience of getting to alta. Also, neither option "preserves the values of the Wasatch Mountains." Adding a gondola to the canyon would remove the true western-US mountain feeling and promote an Alp-like culture. We value that the Wasatch is a relatively wild mountain range and is not covered with gondolas and restaurants, like the Alps. Widening the road would remove almost half of the bouldering in the canyon, which would degrade, not "preserve" the valued climbing in Little Cottonwood canyon.

While I am in support of some of the support measures (snow sheds, mobility hubs, increased bus service, tolling, SOV fees during peak use, improved trailhead parking, improvements on Wasatch Blvd.), none of these measures have been tried in earnest and absolutely need to be fully implemented and assessed prior to bringing immensely expensive and unsightly options (the preferred alternatives) to the table.

Lastly, why spend \$500 million dollars of taxpayer's money to alleviate an issue that is only a problem for maybe 30 days of the year, and only a serious problem for maybe 15 days a year? This point is only exacerbated by the fact that climate change will likely mean less and less "powder days," which means less and less days each year that congestion is an issue. The mountains are a naturally inhospitable environment, especially in the winter. Patrons of snowbird and alta need to realize they are entering (or attempting to) such an environment and respect that. Sometimes the mountains don't want to let you up into their realm, and sometimes they don't want to let you leave. It's just the way it is when you enter these types of places. Get used to it.

COMMENT #: 12732
DATE: 9/3/21 2:28 PM
SOURCE: Website
NAME: Austin Williams

COMMENT:

Build more ski resorts or skiable terrain to make this project worth anything. I would prefer to Ski at the Bird but I hear it all gets skied out in 10 mins. I don't want to ski where there are lines of 15-20 skiers at gates to open new terrain. If you aren't expanding the skiable terrain this project is worthless.

COMMENT #: 12733
DATE: 9/3/21 2:29 PM
SOURCE: Website
NAME: Dean Ellis

COMMENT:

As a neighbor I hope you will not do this project that only helps the ski resorts and hurts the locals. With so many other solutions to try first, UDOT jumps to \$592 million taxpayer funded gondola or \$355 million road widening to solve our 15 heavy ski days out of the year. The gondola can only perform one job and that is delivering skiers to private ski resorts. Is UDOT prioritizing businesses over Utah citizens?

COMMENT #: 12734
DATE: 9/3/21 2:31 PM
SOURCE: Website
NAME: Kimberly Summers

COMMENT:

I'm against the proposed expansion for Wasatch Blvd. We need to preserve our state's natural beauty and find a better way to accomplish what needs to be done.

COMMENT #: 12735
DATE: 9/3/21 2:31 PM
SOURCE: Website
NAME: Alta Skier

COMMENT:

Little Cottonwood Canyon needs something to be done fast. I believe that the gondola is the best way to go when it comes to Little Cottonwood.

First off, the existing road as is needs to change. Many drivers don't listen to the chains and 4x4 required for the road. It results in too many accidents that the road is simply unsafe if we don't do anything to it. This should rule out the option of just busses without a road upgrade.

Even with a road upgrade, I still don't think it would be enough. It would be hard to widen such a road, along with a crazy high environmental impact with the earth moving required to do such a thing. The road is where all of our problems occur and removing the road from public use entirely should be done.

Let's start with the busses. While it would cause less accidents to just do the busses, the fact is that no one uses the existing busses. With the road as bad as it is, more busses won't do anything to help the congestion. While busses are cheaper, they don't give you as much good as they do cost. To operate 24 busses, 24 certified drivers are needed for this. 24 people employed on something that we aren't sure if it would be used by most people?

While sure, a bus lane will move the busses through faster, but widening the road for this just isn't worth that. People in Utah don't like to use the existing busses in Little Cottonwood, I have no reason to think that this will change with another lane added.

But if the gondola were chosen...

I will start with the capacity of such a lift. A gondola in Little Cottonwood would most likely be an 8 passenger or a 10 passenger gondola. The capacity listed (3299 people per hour) is nowhere close to the maximum capacity of such a lift. Doppelmayr, a major company who builds lifts like this, says that a 10 person gondola can move up to 4500 pph. Even an 8 person gondola at its full capacity can carry 3600 pph, 400 pph more than what is listed in the report. This is talking about the bare minimum gondola that could be built here.

Most of what I am seeing is alluding more to a 3S gondola (See Doppelmayr's website). The capacity of one of those is 5500 pph, which is greater than 2000 pph more than the other options, which guarantees almost no wait time for such a lift. Even if the cost of such a lift is a bit high, you can start with 3299 pph and work your way up to 5500 pph (adding more gondola cabins to the lift) when it is necessary.

That is just the numbers alone! Let's look at employment now. With only 3 stations, only 6 trained lift operators are needed to be hired. While mechanics are necessary, they aren't needed every day on the job.

In terms of safety, the road shouldn't even be needed in the winter. These lifts can carry anything that is needed to be brought to the resorts at any time. No snow sheds need to be built for this lift either. In terms of environmental impact, this option is the most environmentally friendly. In other cities, gondola transportation has been used because of it being environmentally friendly. The only impact of this lift would be the towers and with the road closed in the winter, there would be less endangered species ending up as roadkill.

A gondola isn't out of character for the area either! These access lifts to the base area of resorts is a very common practice in Europe and has been since the 60s. A whole village at the base of the gondola is something that could boost the area's economy even more and concessions and lockers would be ideal for the skier's experience.

A gondola is the solution for Little Cottonwood and I feel that it will serve the purpose just right.

COMMENT #: 12736
DATE: 9/3/21 2:31 PM
SOURCE: Website
NAME: Andrea Ellis

COMMENT:

As a neighbor in [REDACTED] I hope you will not do this project that only helps the ski resorts and hurts the locals. With so many other solutions to try first, UDOT jumps to \$592 million taxpayer funded gondola or \$355 million road widening to solve our 15 heavy ski days out of the year. The gondola can only perform one job and that is delivering skiers to private ski resorts. Is UDOT prioritizing businesses over Utah citizens?

COMMENT #: 12737
DATE: 9/3/21 2:32 PM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

This document "Climate Change Considerations in Project Level NEPA Analysis" from January 13, 2009 outlines how to address climate change in project level NEPA analysis, as the title says.

- The effect of a proposed project on climate change (GHG emissions and carbon cycling). Examples include: short-term GHG emissions and alteration to the carbon cycle caused by hazardous fuels reduction projects, GHG emissions from oil and gas field development, and avoiding large GHG emissions pulses and effects to the carbon cycle by thinning overstocked stands to increase forest resilience and decrease the potential for large scale wildfire.

- The effect of climate change on a proposed project. Examples include: effects of expected shifts in rainfall and temperature patterns on the seed stock selection for reforestation after timber harvest and effects of decreased snow fall on a ski area expansion proposal at a marginal geographic location, such as a southern aspect or low elevation.⁹

How has UDOT evaluated the potential decrease in snowfall in ski areas or the treat to the LCC ecosystem during the construction process? Currently we are in a D4 drought and this is obviously a decrease in rainfall. Less water in our watershed means more concentrated pollutants. Did UDOT's analysis consider higher concentration of pollutants if the drought persists?

I think the GHG analysis is insufficient because UDOT reports annual CO2 emissions for the gondola as 140 days of operation when the gondola will run year-round. The EIS fails to evaluate the gondola's or road's contribution to climate change or how climate change will affect the construction projects.

COMMENT #: 12738
DATE: 9/3/21 2:32 PM
SOURCE: Website
NAME: Grant Howard

COMMENT:

Gondola! + carpooling/busses only. Remove as many cars from the equation as possible.

COMMENT #: 12739
DATE: 9/3/21 2:32 PM
SOURCE: Website
NAME: Anna Allphin

COMMENT:

The widening of Little Cottonwood Canyon and placement of a gondola would not only be a detriment to the beautiful nature that is one of the sole reasons people come and stay in Utah but it would also crush an entire community of climbers. Little Cottonwood is a place for people to fall in love with climbing and the beauty that is Utah and that should take precedence over a gondola.

COMMENT #: 12740
DATE: 9/3/21 2:33 PM
SOURCE: Website
NAME: Alta Skier

COMMENT:

Not sure if the original comment posted, so I am saying this again

Little Cottonwood Canyon needs something to be done fast. I believe that the gondola is the best way to go when it comes to Little Cottonwood.

First off, the existing road as is needs to change. Many drivers don't listen to the chains and 4x4 required for the road. It results in too many accidents that the road is simply unsafe if we don't do anything to it. This should rule out the option of just busses without a road upgrade.

Even with a road upgrade, I still don't think it would be enough. It would be hard to widen such a road, along with a crazy high environmental impact with the earth moving required to do such a thing. The road is where all of our problems occur and removing the road from public use entirely should be done.

Let's start with the busses. While it would cause less accidents to just do the busses, the fact is that no one uses the existing busses. With the road as bad as it is, more busses won't do anything to help the congestion. While busses are cheaper, they don't give you as much good as they do cost. To operate 24 busses, 24 certified drivers are needed for this. 24 people employed on something that we aren't sure if it would be used by most people?

While sure, a bus lane will move the busses through faster, but widening the road for this just isn't worth that. People in Utah don't like to use the existing busses in Little Cottonwood, I have no reason to think that this will change with another lane added.

But if the gondola were chosen...

I will start with the capacity of such a lift. A gondola in Little Cottonwood would most likely be an 8 passenger or a 10 passenger gondola. The capacity listed (3299 people per hour) is nowhere close to the maximum capacity of such a lift. Doppelmayr, a major company who builds lifts like this, says that a 10 person gondola can move up to 4500 pph. Even an 8 person gondola at its full capacity can carry 3600 pph, 400 pph more than what is listed in the report. This is talking about the bare minimum gondola that could be built here.

Most of what I am seeing is alluding more to a 3S gondola (See Doppelmayr's website). The capacity of one of those is 5500 pph, which is greater than 2000 pph more than the other options, which guarantees almost no wait time for such a lift. Even if the cost of such a lift is a bit high, you can start with 3299 pph and work your way up to 5500 pph (adding more gondola cabins to the lift) when it is necessary.

That is just the numbers alone! Let's look at employment now. With only 3 stations, only 6 trained lift operators are needed to be hired. While mechanics are necessary, they aren't needed every day on the job.

In terms of safety, the road shouldn't even be needed in the winter. These lifts can carry anything that is needed to be brought to the resorts at any time. No snow sheds need to be built for this lift either. In terms of environmental impact, this option is the most environmentally friendly. In other cities, gondola transportation has been used because of it being environmentally friendly. The only impact of this lift

would be the towers and with the road closed in the winter, there would be less endangered species ending up as roadkill.

A gondola isn't out of character for the area either! These access lifts to the base area of resorts is a very common practice in Europe and has been since the 60s. A whole village at the base of the gondola is something that could boost the area's economy even more and concessions and lockers would be ideal for the skier's experience.

A gondola is the solution for Little Cottonwood and I feel that it will serve the purpose just right.

COMMENT #: 12741
DATE: 9/3/21 2:34 PM
SOURCE: Website
NAME: Cori Richards

COMMENT:

Having worked and skied in LCC for over 30 years we want to see this precious environment preserved for our children and beyond. We put our voice behind the gondola option- not bus!

COMMENT #: 12742
DATE: 9/3/21 2:37 PM
SOURCE: Website
NAME: Lyndsey Anderson

COMMENT:

No gondola! Prioritize optimizing buses and designing routes that will help get people from around the valley to the mountains quickly efficiently

COMMENT #: 12743
DATE: 9/3/21 2:37 PM
SOURCE: Website
NAME: Anna Robling

COMMENT:

To whom it may concern:

My name is Anna. I vote, live, and work in Little Cottonwood Canyon year round. Alta is the town on my drivers license. Little Cottonwood is my neighborhood and my community. I want to share this beautiful landscape with all of those who want to recreate. It is not my intention to gatekeep or restrict access to land that belongs to all Americans (at least the Wasatch National Forest).

I know that there are many more people who live Down Valley and need to get up the canyon. The reality is, they all can't come up at once, alone, in their own car.

With respect to the two options proposed in the DEIS, I reluctantly "support" the bus plan. The gondola is a waste of taxpayer money and unnecessary. It is antithetical to preservation and conservation efforts. Also, who votes on this? It seems that leverage and corporate interests are the strongest and smallest voices. Why is there no quantitative way to see what the people want? Who gets to have a say in what happens to this land? I say we all do. And we must protect it.

Why Bus Plan: The positive aspect of the bus plan is that it leverages existing infrastructure. Beyond that, it is inadequate and seems to be constructed with failure in mind so that the gondola prevails.

Why No Gondola: It's excessive, ugly and wasteful. There are less expensive, less impactful solutions. It creates more problems than it solves. It does not serve any communities unless you're talking about communities of investors. Actually, one could argue that it serves business interests far more than any community- Cottonwood Heights or LCC.

All places have a carrying capacity. Here are some suggestions from within my communities that I'm sure many other voices have replicated:

- Tolling.
- Single occupancy vehicle restrictions.
- Enforced traction laws.
- Incentives to bus.
- Permit lottery to cap the number of non-employee, non-resident cars that can come up SR-210. No permit=bus.
- Busses need to be an accessible choice that people can feel good about taking.

More important than anyone that lives here or recreates here is this precious land we share. Those who profit off of it want us to fight one another out of resisting their botched conceptions of travel solutions. Neither of these plans seem to comprehensively do justice to the fact that this alpine environment was here before we were, and we want it to be here after we are gone. Temperance, common sense and pragmatism will serve the land and the people who love it.

In gratitude for all the work that has gone into this EIS, and for all the work that I hope will go into another one that gives more consideration to existing infrastructure, let's protect this beautiful ecosystem we care about. And hopefully enable those who want to share it to share it without sitting in traffic or packed like sardines into a gondola that might not even get them to the Public Land they want to explore.

Sincerely,

Anna Robling
3 September 2021
Alta, Utah

COMMENT #: 12744
DATE: 9/3/21 2:38 PM
SOURCE: Website
NAME: Daniel Fale

COMMENT:

I am very concerned with the proposition of a Gondola going up to LCC. As a climber and someone who enjoys the outdoor space, I cannot imagine Gondolas running across the mountain range all the way to LCC. This would destroy the aesthetics of the climbing environment and much of the hiking environment while catering to the ski crowd at the cost of all others. Please stick to the buses and don't approve the Gondola?

COMMENT #: 12745
DATE: 9/3/21 2:39 PM
SOURCE: Website
NAME: Jaclyn Fuller

COMMENT:

We don't need big fancy gondolas, we need flexible solutions that can start working as soon as this year.

COMMENT #: 12746
DATE: 9/3/21 2:39 PM
SOURCE: Website
NAME: James Garrett

COMMENT:

Please, no, no, no to the gondola proposal in LCC. The reasons against are many. The benefits for serve to publicly fund a lift that only is a plus for Alta and Snowbird Ski Areas.

COMMENT #: 12747
DATE: 9/3/21 2:39 PM
SOURCE: Website
NAME: Michelle Suitor

COMMENT:

LCC is unique in that it is a glacier carved canyon which is evident from the beautiful view at it's base. Especially at sunrise. Please do not destroy this with a gondola. Buses are more versatile and can be used in other areas of the state in case of emergency. transportation options that are only useful in one area don't solve the problem. thank you

COMMENT #: 12748
DATE: 9/3/21 2:41 PM
SOURCE: Website
NAME: Beck Locey

COMMENT:

Thank you for your efforts to evaluate the impacts to the canyons and the various solutions. I very much support the proposed gondola solution. Thanks

COMMENT #: 12749
DATE: 9/3/21 2:41 PM
SOURCE: Website
NAME: John Pikus

COMMENT:

As a Cottonwood Heights resident I want to share my thoughts on the proposed options to improve the traffic problem in Little Cottonwood Canyon. I appreciate the time and thought being put into solving these issues, however I believe that neither of these options will solve the problem while permanently altering the character of a very special and beloved place. I support a phased approach that will combine multiple, less destructive options that will provide a scalable solution.

While the gondola looks enticing on paper it has several drawbacks. It cannot operate during avalanche control activity which severely limits its stated benefit of being able to run while the road is closed. Additionally, I have my doubts that it will substantially improve the traffic problem. Traffic and congestion will spread into the residential neighborhoods of Sandy and Cottonwood Heights, while likely remaining on the canyon road as the Gondola's stated capacity of 1,000 riders per hour will not be sufficient to meet the demand at peak hours. Considering forecasted population growth (as well as a potential increase in traffic to Alta and Snowbird as the Park City resorts become less viable options due to climate change) a substantial number of people will still choose to drive on the road even with a large toll imposed on upper canyon users. I worry as well that the gondola applies a 2020 solution to a 2050 problem. By 2050, the gondola technology will likely be clunky and outdated. Elon Musk's boring company provides an example of one of many exciting new transportation options that will likely become more widespread and affordable as time goes on. Why permanently change the beautiful and peaceful ambience of the lower and middle canyons for this when less destructive options exist?

I encourage UDOT to look into alternative options centered around increased bus service with multiple mobility hubs. These mobility hubs should be scattered throughout the Salt Lake Valley so that traffic is spread out rather than concentrated in one place. Incentivize users to take public transit by making it by far the cheapest option to get to Snowbird and Alta (consider a toll for private vehicles traveling in upper LCC.) Create lockers for ski equipment storage both at the mobility hubs and at Alta Snowbird (increase their existing capacity) to make the bus ride as comfortable and enjoyable for people as possible. I know that it is not fun to ride a bus in ski boots while trying to manage skis and other equipment for the day. These mobility hubs could also help the economy in the Salt Lake Valley by becoming gathering places with bars, restaurants, and other amenities. The bus service will also be scalable based on demand, unlike the Gondola option.

On winter weekends and holidays it may be necessary to close the road to private vehicles and create a Zion-style shuttle system. While we will all give up some personal freedom, this will preserve the beautiful and peaceful nature of the canyon. It has worked very well in Zion which has almost 4.5 million annual visitors. Electric buses could be used to decrease the carbon footprint of Little Cottonwood's booming ski industry. This will have the added benefit of preserving the watershed and having minimal impact to wildlife travel corridors.

At the least, we need competent and consistent enforcement of tire traction laws in both Cottonwood Canyons. Despite very clear signage, traffic is routinely ground to a halt by incidents involving cars and trucks with tires that do not satisfy traction requirements. This is a simple and effective solution that will have major benefits on high traffic powder days. There needs to be better collaboration between UDOT, the resorts, and Cottonwood Heights/Unified police to make this happen. Perhaps a sticker or permit system could be used for residents and rental cars to create a quick and easy way to verify if a car has appropriate tires or not.

I urge UDOT to consider these or other less impactful options to improve transportation in Little Cottonwood. If they do not work as well as intended perhaps then we should consider actions that would permanently change the character of the canyon. Little Cottonwood Canyon is an amazing place not only due to the world class resort skiing but also for many other activities such as hiking, backcountry skiing, snowshoeing, and rock climbing. Both proposed options will forever change the user experience for all of these activities, and in some cases completely destroy the recreational resource (in the case of bouldering areas that will be eliminated for roadway widening or gondola towers.) We should at least give other options an honest try before making a decision that will devastate so many user groups of Little Cottonwood Canyon.

COMMENT #: 12750
DATE: 9/3/21 2:43 PM
SOURCE: Website
NAME: Mary Clark

COMMENT:

I would like to ask that you support the Enhanced Bus Service option instead of the Gondola option. The reason for suggesting this option is that it is less costly to operate and allows the most access to individuals trying to enter the Little Cottonwood Canyon. In addition to prohibitive costs to use the Gondola for most Utah residents, the Gondolas become an eye sore and take away some of the beauty of the Canyon. Thank you, Mary Clark

COMMENT #: 12751
DATE: 9/3/21 2:44 PM
SOURCE: Website
NAME: Terri Harris

COMMENT:

There is no easy answer, but the least expensive and least intrusive would be to add more buses.

COMMENT #: 12752
DATE: 9/3/21 2:44 PM
SOURCE: Website
NAME: Shannon Whitaker

COMMENT:

As a lifelong county resident who spent childhood and adulthood recreating in Little Cottonwood Canyon, hiking, skiing, snowshoeing, and otherwise enjoying the natural treasure, I strongly object to any plan that damages the beauty of the canyon. The gondola plan is especially objectionable because it will destroy the view of the canyon from the valley and the view of the canyon while hiking and skiing. As a current resident of Sandy who lives near the mouth of Little Cottonwood Canyon, it is devastating to imagine our beautiful canyon marred by a gondola to support the for profit businesses that have overbuilt their business for the capacity of the canyon roads. The tax payers should not be responsible for paying to solve a problem that the ski resorts have created and in doing so, ruining our canyon. Please do not do irreparable harm to the few natural treasures we have near our cities. I urge you to come up with a different plan that will not forever destroy the canyon that so many of us love. Save our canyons and keep them wild so that we can keep enjoying nature. Thank you."

COMMENT #: 12753
DATE: 9/3/21 2:49 PM
SOURCE: Website
NAME: Genevieve Smith

COMMENT:

Please protect this canyon. It is sacred and we have already destroyed enough of this beautiful state

COMMENT #: 12754
DATE: 9/3/21 2:53 PM
SOURCE: Website
NAME: Leah Hunt

COMMENT:

I do not support the building of the Gondola or the road expansion. Both of these projects would completely destroy the entire reason I come to LCC but more importantly, the massively historical bouldering locations within the canyon. Without these roadside boulders, I will not be returning to Little Cottonwood Canyon, or Salt Lake City for that matter. The ski resorts have no right to destroy the historical and recreational activities within the entire canyon purely for their financial benefit. It is the responsibility of UDOT and the state of Utah to preserve the natural beauty and gifts of the canyon and the Gondola and road expansion both directly oppose that goal.

COMMENT #: 12755
DATE: 9/3/21 2:54 PM
SOURCE: Website
NAME: Rebecca B

COMMENT:

Please do not move forward with the Gondola alternative. I'm both a skier and a climber and the traffic is no problem if you wake up early enough to hit the slopes. It's absolutely not worth ruining hundreds of routes for lighter traffic up LCC.

COMMENT #: 12756
DATE: 9/3/21 2:54 PM
SOURCE: Website
NAME: Gary McGee

COMMENT:

I am not in favor of either proposal. These two proposals seem to benefit primarily Alta and Snowbird, both privately owned resorts. They should know very well by now that access to their resorts is seriously impacted on snow days, closed canyon, avalanche control, etc. They want the UDOT and other entities to fix the problem (s) so that skiers/people can get to their resorts faster, and make the taxpayers pay the bill. Widening the road up the canyon is not good for the environment/ water supply etc. The Gondola is another concept that is way too expensive, impacts the environment as well. How many people would ride the tram year round, in the off season. Would it operate with just two or three people or wait for a full tram, or just shut down if there was limited or no demand. Not a good idea. I agree with Mayor Jenny Wilson, of Salt Lake County, start with the lesser expensive options. No widening, let's see what other options work first. Increase Bus service, Buses get priority on snow days, limit cars on snow days, charge a toll for cars, going up the canyon, close the canyon to cars entirely on snow days, if the canyon is closed, skiers have the option to go to another resort. How often/how many days on average is the canyon closed because of snow. I've heard the number of about 15 days or parts of days that the canyon is closed due to snow, these two options are a pretty expensive solution for those 15 days. How many days is the canyon closed in the spring, summer or fall seasons. Probably very few if any. This is just a snow issue. People need to understand that if the road is closed for snow issues, they will just have to wait. Please consider these comments and save the community and the taxpayers from the expense of these options. Start with less expensive option and see what happens. Thank you.

COMMENT #: 12757
DATE: 9/3/21 2:55 PM
SOURCE: Website
NAME: Courtney Dean

COMMENT:

I absolutely do not support the gondola idea. We are spending too much money on an already privileged portion of the population. SLC should first try expanded bus service.

COMMENT #: 12758
DATE: 9/3/21 2:56 PM
SOURCE: Website
NAME: Pierce Whalen

COMMENT:

No Gondola. Expand the bus system in Little and Big Cottonwood canyons, among other measures to help alleviate the traffic problem. A gondola serves a small population of patrons for less than half the year, and caters more to tourists than the local community. Busses would be a great step, but more would be needed to fix the problem. Invest in the local communities and not a disneyland attraction

COMMENT #: 12759
DATE: 9/3/21 2:57 PM
SOURCE: Website
NAME: Becky Roner

COMMENT:

This seems like an agreeable fix both enviornmentaly and to accomodate high traffic.

COMMENT #: 12760
DATE: 9/3/21 2:57 PM
SOURCE: Website
NAME: Christina Wightman

COMMENT:

I moved here in October 2020, and bought a ski pass. I used both canyons regularly, checked the UDOT instagram for updates every day. I would absolutely take the bus if it was a busy day. I found it to be a great experience. Just as fast as driving and getting dropped off right at the lifts was great! For this reason I'm leaning more towards the road widening option. I think bus travel can be increased and decreased (more/less busses) easily where a gondola would be limited at some point. I'm not stoked on how much loss of climbing/bouldering there will be with either option, please consider adjusting route to save as much as possible.

I definitely think there needs to be more controlled entry into the canyons so that single occupancy vehicles can be charged a fee. (save for employees/contractors/residents etc) Is that a fee station/a toll booth, staff and residents get an RFID pass, 2+ get through automatically like HOV lanes, or some combination thereof? Lets hope so.

The other interesting reality is that weekdays are a breeze to move around in the canyons, making this whole project a resolution to make a couple of days per week a better experience for all. Tough one. Thanks for listening.

COMMENT #: 12761
DATE: 9/3/21 2:58 PM
SOURCE: Website
NAME: Kasey Lewis

COMMENT:

I am strongly against putting in a gondola or widening the road. We all know that this will cost the taxpayers a ton of money and only benefit out of state tourists. I am a local taxpayer who will be negatively impacted both financially and recreationally if this passes. I love climbing in LCC and some of my favorite spots will be destroyed by this project to shuttle rich people to the fancy ski resorts. Please leave what we have left of natural areas alone and stop trying turn one of the best canyons in the world into an eye sore.

COMMENT #: 12762
DATE: 9/3/21 2:59 PM
SOURCE: Website
NAME: Katy Andrews

COMMENT:

Both the road widening and the gondola options are NOT good transit solutions for Little Cottonwood Canyon. The first priority should be thinking about how to preserve the environment and character of the canyon. This can only be done by limiting the number of people that can recreate in LCC on any given day. LCC cannot handle the number of people that these solutions are planning for. It seems like LCC cannot even handle the current number of people that are going up there, so before you go about planning to get as many people up there as possible, how about you pause and study the actual capacity that LCC can handle? That data should be readily available now. After that let's talk solutions.

Once the capacity requirement is understood, rather than spending billions to get as many people as possible up to Alta and Snowbird (at taxpayer expense; not theirs), instead spend a few million to plan and execute solutions like tolling, carpool incentives/requirements, and increased frequency of bus service. These are things that can be planned and executed for this coming ski season and if done well, data can be collected on the effectiveness of these various solutions.

The usage issue is a now problem, not a five years from now problem, so solutions are needed NOW. Even if the road widening or gondola wasn't such a massive negative environmental impact and is the ultimate solution for LCC, the capacity problem needs to be addressed immediately and those expensive solutions should be designed to move only as many people as LCC can handle on any given day. As described above, there are many things that can be executed and measured for effectiveness now.

COMMENT #: 12763
DATE: 9/3/21 2:59 PM
SOURCE: Website
NAME: Lexi Dowdall

COMMENT:

The two favored proposals are extreme without first attempting smaller, more measured and cost-effective steps and then evaluating how those steps alleviate traffic pressure.

I was originally pro-gondola but I have changed my stance. There is not enough space at the mouth of Little Cottonwood to accomodate the number of cars that will wish to park there. Car volume will only increase as winter tourism to the state continues to grow, esp with the possibility of a 2030 Olympic bid.

Widening the road and adding bus lanes will have abhorrent effects on the integrity and health of our riparian systems and watershed. This also negatively impacts the climbing community (of which I am not a member) by destroying or altering established bouldering areas. Additionally, riding the bus is all well and good but have you tried this as a family with young children? Trying to wrangle kids plus equipment onto the bus is a Herculean feat that creates a low incentive for families to ride.

When considering switching mostly to bus riding myself, I wonder where I can store my gear for the day. Snowbird does not have sufficient space to add the number of lockers that would be necessary for this plan to function. Alta Ski Lifts owns no lodging--so they certainly do not have the ability to provide gear storage space. Lockers at the BASE of the canyon are absolutely pointless and NOT helpful. The current cost of \$4.00 per trip is what currently prevents me from riding. When faced with paying \$8.00, the possibility of being stuck for hours in traffic, and the longer travel time, \$8.00 is simply too much for me to consider, I focus my efforts on carpooling with friends.

The bus solution does not accomodate backcountry users.

It is not unreasonable to assume the gondola would quickly reach its carrying capacity when population projections for the Wasatch Front are considered. Should long gondola lines result, where would all the cars and people go? The gondola would decimate our beautiful viewshed and negatively impact the experience of backcountry users. Once built, you cannot decommission the gondola. This and widening the bus lanes seem like extreme solutions when we haven't tested or implemented other options.

These transportation proposals do nothing to alleviate congestion in Big Cottonwood Canyon. I am very confused why we aren't first testing some of the following measures:
Implement toll system where single-drivers are penalized/charged. Incentivize carpooling with 3+ riders using MEANINGFUL rewards, bypass tolls/booths, expand priority parking, etc.
Activate traffic-mitigation measures on weekends and peak holiday periods vs. go full-bore on expensive solutions that are implemented to address problems that occur on just a fraction of the days yearround. Make it illegal to drive up BCC or LCC without 4WD or AWD vehicle from Nov 15 to April 15. Nobody is talking about how often ill-prepared drivers create traffic or wreck their cars in the canyon. This is a HUGE piece of the issue and these vehicles are downright dangerous to the public. Let's start here before investing millions in infrastructure.

COMMENT #: 12764
DATE: 9/3/21 3:00 PM
SOURCE: Website
NAME: Anastasia Kellogg

COMMENT:

First I would like to begin by saying I am not satisfied with either of the "preferred" options for the canyon, however, I feel an expanded bus service is FAR preferable to the gondola, as it has more flexibility, and won't be as much of an eyesore as the gondola.

As a hiker and amateur photographer, I highly oppose the gondola as it will permanently ruin the views of the canyon, obscuring the stunning scenery with big ugly supports, cables, and service roads. The gondola will be a permanent fixture and forever deface the beauty of LCC, robbing future generations of the chance to see it in it's full glory, all because some folks want more money than they can possibly spend (FYI, you can't take it with you when you die).

I also think it is extremely irresponsible to spend half a billion dollars for a boondoggle that will only run for a few weeks a year. The gondola only benefits the ski resorts, and I don't see why it is the taxpayers job to front money to private businesses that are already making cash hand-over-fist. I'm sure they are quite happy to sit back and reap the benefits with no cost to them, while the entirety of the state has to shovel cash into their pockets. This being Utah, I also have to wonder if there are some backdoor deals happening to fleece taxpayers of their money. Private business should be private and not funded by the state and taxpayers!

Additionally, this entire process and the preferred options feel like UDOT is giving a rude gesture to anyone who isn't a skier (or the money-grubbing ski resorts). I feel like hikers, climbers, cyclists, and other users of the canyon have been ignored. As a hiker, I fear that trails I enjoy will be blocked by the supports for the gondola, or that access roads will tear up the bottom of the canyon and affect wildlife and close down hiking trails. The climbing community has also expressed concern that many popular sites will be completely destroyed by either option (but the expanded bus service is the less destructive of the 2 "preferred" options). Other than some token improvements at certain trailheads, the lack of stops at these trailheads and the winter-only service make it pretty clear who these proposals are for and it's not the year-round users of the canyon. The bus service is more flexible in terms of non-skier LCC users, since service could be expanded in the hiking/climbing/cycling season, and stops added for other users, while the gondola will simply service private business.

If I had my druthers, I would take neither option. I like the improved trailheads, snow-sheds, tolling, and increased bus service (without expanding the road). As I said before, the bus service (with expanded road) is preferable since it is more flexible and less destructive than the gondola. However, I feel like both these preferred proposals are also jumping in with both feet first. Why not start with a staged approach with bus service, high tolls, and possibly limiting car access to the canyon at peak times (unless you are a resident, emergency vehicle, or employee). Beginning with a push to the bus service, UDOT can better monitor usage, and determine if road expansion is really necessary. With the gondola, it's both feet first into the deep end, and it may prove to be a waste of money after the novelty wears off (it can't run in high winds, may need to be stopped to be serviced, transit for individuals will still take a LONG time). An improved bus service (with the possibility of road expansion), is easier to stage in, but must be highly incentivized. Like I said, high tolls at peak times, and limitations on how many private vehicles (excluding residents/employees) can enter the canyon at these peak times. Give the cops something to keep them busy and make them actually enforce something.

COMMENT #: 12765
DATE: 9/3/21 3:00 PM
SOURCE: Website
NAME: Nick Arena

COMMENT:

As an avid skier AND climber. I think destroying one groups space to benefit another's is idiocy. The proposed gondola seems more like a marketing stunt to me to bring more people to the mountain. I would like to think a place that embraces the outdoors and outdoor lifestyle as much as snowbird claims would be willing to listen to the entire outdoor community and not just their own small piece of it. It does not seem fair or right. Compounding it is trying to hide the environmental destruction behind the claim that it is the "green" option as opposed to an expanded bus system. I am all for more busses and all against the gondola.

COMMENT #: 12766
DATE: 9/3/21 3:00 PM
SOURCE: Website
NAME: Nickolas Clarke

COMMENT:

Hello,

Please see my comments on the potential solutions proposed for LCC and canyon access in general. I agree with the proposals given by Save our Canyons and have copied their proposed solutions below.

In summary, I believe that heavy expansion of a UTA bus system, both at the mouth and through expanded ski bus routes or feeder lines that bring people to the mouth/major ski bus stops will lead to cheaper, more environmentally and fiscally sustainable solutions. This should be paired with major restrictions of private car use to only employees, verified hotel guests, or property owners to avoid the need for expanding the existing road. Furthermore, these buses should be electrically driven, be it overhead or battery electric. In regards to the gondola, there is little reason to give a massive public subsidy to the ski resorts, and encouraging even heavier use of a canyon that may be over it's carrying capacity in areas, all while de-prioritizing other canyon users who have arguably less impact and simply pushing the parking issues to the bottom of the canyon. A poor solution. I hope we can come to a better solution than what has been proposed.

Regards,
Nick Clarke

Save Our Canyons Proposal:

- 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,
Nickolas Clarke
SLC, UT

COMMENT #: 12767
DATE: 9/3/21 3:01 PM
SOURCE: Website
NAME: Eric Creel

COMMENT:

As a former resort employee at Brighton, I certainly see the need for a more predictable canyon transit. But the primary benefit of the Cottonwood Canyons is providing fresh, clean drinking water to the city. This should be valued most highly above fossil-fueled access to resort skiing, especially in a time of increasing water-scarcity and climate-driven catastrophes. If we want resort skiing to continue to be a viable and robust industry in our state, we must continue to protect the natural resources that support it. As our climate crisis worsens, we must continue to protect our water source - if we even want water access to be viable in our city for generations to come - and we must scale back our carbon emissions to make sure that we can continue to boast "The Greatest Snow on Earth."

All that being said, I am strongly in support of the expanded bus option over the gondola. However, I think there are plenty of social engineering changes that can be made before physical engineering solutions are necessary. I have heard many great suggestions throughout the comment process that I think would greatly contribute to a reducing canyon congestion, but most of all, I think we need to stop allowing so many cars up the canyon in the first place. Personally, I would support that we simply stop allowing cars up the canyons during peak times unless you are (i) essential resort staff, (ii) a family of four or more, or (iii) not traveling to a resort. Many people react to this proposal as if it is a radical idea, but we have already seen the success of similar ideas here in our own state; at Zion National Park. Short of this, there are many other social engineering solutions, including but not limited to tolling, paid parking, and incentives at the resort level.

In short, we need to stop being so car-centric. We need to reimagine public transit in new ways that we have never tried before if we are to solve problems we have never faced before. On the face-value, this may be confused as an argument in favor of the gondola. But the gondola, along with the expanded bus option, will still have a marked impact on the environment of the canyon, at a huge price tag to taxpayers. Either solution would benefit primarily only two businesses and one user-type, while there are crumbling and inefficient roads and a lack of public transit all throughout the Salt Lake Valley and the wider state. If we're going to spend half a billion in tax dollars on infrastructure improvements, it should be on something that benefits every taxpayer. Let the resorts foot the bill for these improvements if they feel they are so necessary.

Resort skiers are already an inherently privileged group, and there are people all over the state who could benefit from more efficiently planned roads and better access to public transit. Why not use this money instead to invest in an electric bus system that could benefit everyone, be more flexible in its use than a stationary gondola, and reduce our carbon emissions - not just for the benefit of the ski industry, but for the benefit of every child alive that will grow up in a world increasingly stricken by drought, food scarcity, wildfires, unhealthy air quality, and more. With these crises in mind, it seems incredibly irresponsible to me to spend so much on negatively impacting our watershed and further congesting our resort skiing, primarily for the financial benefit of Snowbird and Alta.

Another thing that must be seriously considered is the carrying capacity of the resorts and of the canyon overall. Neither of the proposed options would actually reduce the number of cars in the canyon. They would simply allow for more people to access the resorts, while still allowing the same number of cars up the canyon. As someone who believes that skiing should be accessible equally to all people, I feel conflicted about this. I wish that everyone could enjoy resort skiing, but ultimately, if we pack the resorts with too many people, it will devalue the experience for everyone. We will only move the problem from the line of cars in the canyon to the line of skiers at the lifts. Additionally, adding more

people into the canyons will directly increase impacts on wildlife and vegetation and the amount of trash and human waste that gets into our watershed.

All of these arguments against both options aside, I think it is important to consider the advantages of the expanded bus option over the gondola. Again, as I mentioned above, (and as others have mentioned before me) investing in a bus program would be more flexible down the line than a fixed gondola, for several reasons. As a multi-sport recreationist, I am interested in accessing much more than just Snowbird and Alta. The expanded bus system would still be able to make stops at back-country skiing, climbing, and hiking access points, and could be expanded or scaled-back to fit future needs, while the gondola would only ever service two locations. And, as mentioned before, the buses could (and should) be replaced by electric buses in the future. Conversely, the gondola would be an indefinite commitment by taxpayers to continue paying for its upkeep and maintenance. Additionally, the gondola would reportedly take longer and require more intermediary transitions than the current bus system does. The gondola may be sexy and novel, but ultimately I think it will be too inconvenient, and potentially too expensive, to encourage most people to use it. Lastly, the gondola would be an obnoxious eyesore on the natural beauty of the canyon. While this may seem like a trivial reason compared with the benefit that it will provide, it should again be considered that there are many types of users in the canyon, and the gondola will affect many more people - environmentally, financially, and recreationally - than will ever use it.

In conclusion, if we must pick one option over the other, it should be the expanded bus option. And if so, the financial burden for this should fall on the private businesses that benefit from it, not taxpayers. However, it is my firm belief that such environmentally invasive infrastructure is not necessary to solve the problem at hand. For the benefit of generations to come, we must consider other options and public transit improvements that benefit everyone and result in less car use and carbon emissions starting from people's homes.

COMMENT #: 12768
DATE: 9/3/21 3:01 PM
SOURCE: Website
NAME: Christina Arvidson

COMMENT:

It is clear that change in LCC is critical. I strongly support the bus route and accompanying snow mitigation methods. The bus system will have more versatility for additional stops instead of just the ski resorts. It will do less to disturb the natural habitat of the canyon- unlike the gondola towers. Provide a more robust bus schedule and disallow vehicles in the canyon - with exceptions for workers, emergency vehicles, and hotel guests. Or establish a toll for vehicles. Please, do not build the gondola.

COMMENT #: 12769
DATE: 9/3/21 3:01 PM
SOURCE: Website
NAME: John Bovard

COMMENT:

I support the plan for a Gondola. I do not think that widening the road for the enhanced bus service is a good solution.

COMMENT #: 12770
DATE: 9/3/21 3:03 PM
SOURCE: Website
NAME: Isaac Freeland

COMMENT:

I'm in favor of environmentally conscious solutions that work year-round. That means NO to building more lanes and NO to a tram that only runs in the winter. If that means the "commonsense solutions" talked about by the SLC mayor that I can get on board with that. I support tolling at the base and a system that rewards carpooling. I don't think more buses would help much. Have you ever ridden the bus up/down that canyon? It's nauseating, scary, and especially susceptible to winter driving hazards.

COMMENT #: 12771
DATE: 9/3/21 3:04 PM
SOURCE: Website
NAME: Mark Alling

COMMENT:

A gondola will not make the skiing in LCC any better nor will it make the traffic any better it just costs money.

COMMENT #: 12772
DATE: 9/3/21 3:06 PM
SOURCE: Website
NAME: Jessa Locey

COMMENT:

Please don't widen the road and please don't put in a gondola. Little Cottonwood Canyon has been my favorite canyon since I was a child and to see it ruined like this would break my heart. There are other ways of fixing this problem. Please don't resort to destruction.

COMMENT #: 12773
DATE: 9/3/21 3:06 PM
SOURCE: Website
NAME: Lydia Keenan

COMMENT:

I strongly oppose the idea of widening LCC or building a gondola. There is much to be learned about reducing congestion and car traffic in the canyons, and committing to multi-million dollar "solutions" without adequate testing of less invasive plans is irresponsible. The gondola will only service the interest of in-bounds skiers at two resorts. It offers little to no access for backcountry skiers, snowshoers, etc. Expanding bus service and limiting those allowed to drive up the canyon to some employees and residents is the clear first step to addressing congestion issues in Little Cottonwood Canyon. Building a gondola is irresponsible, forever alters the landscape, and does not guarantee a reduction in cars. I have lived in Utah my entire life and truly want to see better options for the canyons. However, large scale projects such as the gondola or widening either Wasatch Blvd. or Little Cottonwood Canyon will not fix these problems. We need to find solutions that service the canyon and those who enjoy it year round. Enhanced bus service and the construction of larger park-and-ride facilities is a necessary first step. There also needs to be a limit on who can drive up the canyon - unfortunately, taking the bus is not as convenient as driving, so there needs to be enforceable restrictions in place. Thank you for your consideration and I sincerely hope we will not see a gondola constructed in LCC any time soon.

COMMENT #: 12774
DATE: 9/3/21 3:11 PM
SOURCE: Website
NAME: Jared Butler

COMMENT:

I hope my fellow residents have already expressed their disgust in this idea here. I believe this multi million dollar idea is horrendous, and not in a laughable way. Using tax payer money to fund a transport system that only benefits privately owned resorts who are already profiting from public lands should disgust our state, local, and UDOT representatives. The fact this idea has even been considered gives rise for concern and questions the abilities of those leading UDOT. We haven't even considered the impact on the environment of LCC and the eye sore a string of towers will look in our canyon. I am firmly against this idea, anyone who believes tax payer money should be so grossly misused, and any other radical solution to a problem that can be addressed by simply improving and expanding the current infrastructure of roads, parking areas, and busses. Shame on UDOT for even considering such a private interest serving idea. This in no way benefits the general public, only those who make or spend money at the two ski resorts up LCC.

Do better UDOT, you've disappointed us.

COMMENT #: 12775
DATE: 9/3/21 3:12 PM
SOURCE: Website
NAME: Jeffrey Mccarthy

COMMENT:

Dear UDOT,

I am in favor of using tolls, electric buses, more buses, and traffic mitigation strategies to manage traffic in Little Cottonwood Canyon. I am against widening lanes and certainly against the monstrosity of a gondola.

Thank you

COMMENT #: 12776
DATE: 9/3/21 3:13 PM
SOURCE: Website
NAME: Richard Hendron

COMMENT:

To Whom It May Concern:

After listening to the on-line public comment period, and reviewing the printed materials, I've concluded that the two (2) options presented by the UDOT for Little Cottonwood Canyon are not the appropriate approach.

The options do not consider the short period of time the canyon is actually affected; the very small portion of our population that will benefit; and the aesthetic impact on the canyon.

The approach presented by Mayors Jenny Wilson and Erin Mendenhall is much better. It allows a much more thorough study, over a broader range of options. We should explore those ideas first, and develop less drastic and and damaging options.

Sincerely,

Rich Hendron
Salt Lake City, UT

COMMENT #: 12777
DATE: 9/3/21 3:13 PM
SOURCE: Website
NAME: Stewart Middlemiss

COMMENT:

If the purpose of this exercise is to reduce the amount of vehicular traffic in the canyon, why not do it the American way by charging a fee for all private vehicles that want to drive up the canyon? It could be set at say \$25 per car, giving the driver/ owner the choice of how to spread the burden by either paying it himself or having passengers share the cost. By having a single fee instead of varying it by number of occupants, the charging could be automated with camera's recording license plates or by e-tolls using in-car transmitters and charging the owner (s). This is done in many countries for toll roads, for example New Zealand and South Africa. Rental cars in these countries are also usually equipped with e-toll transmitters allowing rental companies to pass fees on to the renters. The fees collected could be used to subsidize better canyon bus services and even canyon road improvements such as avalanche sheds. If the per vehicle price level was set correctly, there would be enough reduction in traffic that there would be no need for any road widening. Obviously residents and ski resort employees could qualify for cheap or free annual passes.

COMMENT #: 12778
DATE: 9/3/21 3:13 PM
SOURCE: Website
NAME: Stanley Holmes

COMMENT:

Public Comment: Draft EIS for Little Cottonwood Canyon

Dear UDOT,

Thank you for this opportunity to submit my public comment on your Draft EIS for Little Cottonwood Canyon. While I appreciate the work that went into this document, I must disapprove of your two preferred options --Enhanced Bus with Road Widening and Gondola B (from La Caille)-- because both are unnecessarily damaging to the canyon environment and do not address linkages to Salt Lake Valley's systemic traffic and air quality challenges. Neither of these two options should move forward.

Of the choices given in your LCC DEIS, I would prefer the Enhanced Bus - No Additional Roadway alternative which, paired with a serious [or total] reduction of private vehicular traffic, would benefit all canyon users across all seasons with no environmental damage to the canyon. When I say all users, I mean all winter visitors (including resort skiers and back country skiers) and all summer visitors, whether they're headed to the resorts, to a hiking/skiing trailhead, or to a picnic spot.

In any case, more must be done to shift private vehicle riders to public transit in the canyon. Why not shift to a Zion N.P. approach, with a constantly running shuttle system? The only private vehicles allowed are bicycles.

With reference to the broader implications of whatever is decided for Little Cottonwood Canyon, I am disappointed that the DEIS focused only on the immediate impacts of canyon traffic choices. Any choice made --including the No Action alternative-- will influence traffic and air quality factors far beyond Little Cottonwood Canyon. Accommodating action or inaction in LCC will have systemic ripple effects across Salt Lake Valley, which already suffers from increasing traffic density and air pollution that knocks us out of compliance with federal air quality standards.

The scope of this DEIS should have necessitated inclusion of an area-wide traffic study looking at how impacts of the LCC decision would aggregate with planned [and prospective] major Salt Lake Valley developments, such as The Point and Inland Port, to influence quality of life for the diverse communities that comprise our local living space and air shed. I thought that the intent of NEPA was to have all impacts assessed. That was clearly not done with the LSS DEIS.

Nonetheless, I appreciate the opportunity to comment and register my opposition to the two currently preferred alternatives.

Sincerely

/s/ Stanley T. Holmes
Salt Lake City, Utah

COMMENT #: 12779
DATE: 9/3/21 3:22 PM
SOURCE: Website
NAME: Brian Bailey

COMMENT:

I oppose both the Gondola and widening LCC road. I believe we should have stricter carpooling restrictions. I also don't think that either is going to eliminate that many more cars in the canyon. People are going to drive unless there is a real incentive to park and ride. I work 2 miles up the canyon so I'm here year round and it is overwhelmingly ski traffic that causes the traffic issues. Skiers and the resorts should have a mandate to either pay for some of the cost of an alternative or have an incentive NOT to drive. Thank you.

COMMENT #: 12780
DATE: 9/3/21 3:23 PM
SOURCE: Website
NAME: Ian Larsen

COMMENT:

As a young skier, and mountain biker who loves the Mountains of lcc a gondola would destroy little cottonwood canyon. I'm sure you guys have considered the options of making traffic better in our canyon and have come down to the best options. However there is a better option in my opinion and I'm not sure why a gondola is still being considered. A UTA train along side the road seems like a great idea to me. You can plow the rail on a snowstorm using a special made plow. It's way faster to get up the canyon unlike the 40 min gondola. And the train can make multiple stops up the canyon. Maybe sacrifice a traffic lane to enforce people to use the train instead of polluting our air. The view impact isn't as affected unlike the gondola which would change the view quite literally forever. Our future depends on you guys and what you choose and I'm happy to be able to express my opinion and I hope you don't skip over this and take Alta and snowbirds opinion as they are a business and look for profit, as they don't really look at the impacts of our beautiful canyon. Please consider these things I'm happy to talk with you more if you have questions my number is [REDACTED]

COMMENT #: 12781
DATE: 9/3/21 3:24 PM
SOURCE: Website
NAME: Paula McFarland

COMMENT:

First of all, thank you for putting together a comprehensive and well-documented plan. There is a lot of information to digest and consider in reaching a final decision.

Based on what I've read in the attached documents, the enhanced bus service with no road widening in LCC is the best alternative given the facts we know today. One important factor not considered in the LCC EIS is the impact of climate change on projected skier days and demand. A 2017 EPA study anticipates 50% fewer skier days by the year 2050. While this may initially drive up crowding on good ski days, the long-term prognosis is not one of growth, as the snow quantity and quality diminishes over time. Making significant changes such as widening the road or putting in a gondola, will cause irreversible damage to our treasured LCC and could end up being huge unnecessary investments in the long run. Enhancing bus service will move almost as many people per hour as a gondola, but with a fraction of the start up costs. The projected annual costs for enhanced bus service would fluctuate with demand so that operating expenses would decrease if demand decreases. Permanent improvements such as a gondola or widened road would require regular maintenance regardless of changes in demand. It would be much easier to dispose of excess busses than an unused gondola.

As has been noted by many others, a gondola would be an eyesore and would only provide limited service directly to the ski areas in the canyon (32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C). Enhanced bus service could make intermediate stops at trailheads to service the all paying riders and not only those heading to the resorts.

There are many more reasons to take a cautious approach and try the least disruptive and costly approaches first. The enhanced bus service, accompanied by a toll for personal vehicles, would be a good start and could be re-evaluated in a few years. This approach would maintain the remaining beauty and integrity of the canyon while going a long way toward improving canyon transportation.

Sincerely,
Paula McFarland

COMMENT #: 12782
DATE: 9/3/21 3:25 PM
SOURCE: Website
NAME: Jared Nelson

COMMENT:

In my opinion, the visual impacts of a gondola will forever destroy the natural environment and beauty of the canyon. This is why people want to go up into the canyons is to get away from civilization and the city life. Widening the road will just increase the number of cars going up into the canyon, and again ruin the natural resources and beauty. A gondola would only service the ski resorts, and not the general community of local residents. Bus service would be the most reasonable, but does not allow the flexibility that everyone is used to, due to limited stops. I would like to see a train service that is modern, effective, less pollution, and similar to the local TRAX that can be adjusted to accommodate the seasonal changes in demand, similar to when there are home football games at the university, concerts, etc. This system could ultimately connect to the growing TRAX network and provide access for everyone year around. Thanks!

COMMENT #: 12783
DATE: 9/3/21 3:26 PM
SOURCE: Website
NAME: Nick Olson

COMMENT:

I do NOT support a gondola OR widening the road. The resorts can't even handle increased traffic. It is plenty busy as is. The recreation resource adjacent to the current road corridor is too valuable to a massive number of users to not take their voice into account. Increased bus infrastructure, disincentivizing personal vehicles, and more strict and preemptive regulation of personal vehicles allowed up the canyon are all steps that could increase access to the canyon.

COMMENT #: 12784
DATE: 9/3/21 3:26 PM
SOURCE: Website
NAME: Carrie Slater

COMMENT:

Wasatch Boulevard from Fort Union to Little Cottonwood runs through a residential area and the road is usually full of joggers and bikers. The speed limit should be dropped to 35 like it is in Sandy. Additionally, the gondola is too expensive and very unlikely to solve the problem.

COMMENT #: 12785
DATE: 9/3/21 3:27 PM
SOURCE: Website
NAME: Adam Shaw

COMMENT:

1- Range of Alternatives:

While the DEIS goes to great lengths to describe why only the most expensive alternatives are moved forward in detailed analysis, the DEIS fails to describe why a current traction laws are not enforced and how enforcing current laws, coupled with a shuttle-style bus service or dedicated system of buses is not feasible. This combination of methods would improve the reliability and the mobility in the canyon, in keeping with the purpose and need. The 3 analyzed alternatives seek to spend hundreds of millions of tax dollars without significantly improving mobility. Without traction control laws enforced, we will have lack of reliability and mobility. If traction laws were enforced and a fleet of electric buses served the canyon, the purpose and need would be met. UFOT needs to explain why this combination of tactics has not been tried or analyzed in the DEIS.

2- Purpose and Need

The purpose and need is actually well-conceived. But, the need will be an ever changing target as more and more users try to enter the canyon on any powder day. This, a carrying capacity study needs to be conducted or IDOT needs to state what the maximum number of people that can be reliably moved up canyon on powder days. This is a fundamental piece of information that is missing from the DEIS.

Please add this information: it is easily obtained.

3- Irretrievable resources: once the roadway is widened to 3 or 4 lanes (in the case of Wasatch Blvd, 5 lanes!) the nature of the canyon will be forever altered and a shuttle-style bus system will seem like a quaint idea. Please explain why less expensive and less intrusive transportation solutions like frequent shuttle bus system such as Zion National Park, operated on the existing LCC roadway is not one of the alternatives carried through detailed analysis.

Thank you-
Adam Shaw
Salt Lake City UT

COMMENT #: 12786
DATE: 9/3/21 3:28 PM
SOURCE: Website
NAME: Richard Mandahl

COMMENT:

I am a 50 year friend of Alta and Snowbird, avid skier of both great resorts. I was affiliated with the Snowbird Ski Patrol for 38 years, cited for "service above and beyond the call of duty" by Alta Mayor Bill Levitt after the Goldminer's Daughter disaster, and designated "Lifetime Member" of the National Ski Patrol for 50 years of service. I like the resorts, care about the canyon. I do not favor either approach, and believe it is premature to ask the legislature for \$500,000+ in public funding to subsidize not a traffic plan but a resort agenda. Without question we need to manage the growing traffic congestion in Little Cottonwood (LCC) but WE is the operative word. The current schemes favor resort clients at the expense of climbers, hikers, backcountry skiers, and others who want to spend time at any number of lovely places within the canyon. This is unfair to the people of Utah who are expected to subsidize commercial interests. The Gondola Works website describes its members as "diverse". No, this is primarily a narrow group of resort owners and their Ad and PR agencies. Diverse would be citizens of Utah, who, when presented transparently with objective information, vote overwhelmingly to build Olympic venues in advance of winning an Olympic bid. Today, nearly twenty years after one of the most successful Olympics on record our magnificent Olympic venues still stand as planned, to support ongoing world class training, competition, and public enjoyment. Yet at the mouth of Little Cottonwood Canyon UDOT and its Gondola Works advocates are prepared to destroy the training ground of a new generation of boulder and sport climbers already proven as recently as July 2021 at the Tokyo Olympics to be world class. Snowbird can take pride in its pioneering support of climbing competition dating to 1988 and in parallel should withdraw support for the two hamfisted "options" which injure climbing sports and degrade unique landforms. In a state that has invested tens of not hundreds of millions to build and maintain Olympic venues why would UDOT, Gondola Works and others even consider spending millions to destroy a unique Olympic training ground provided by Nature? UDOT has stated that only two alternatives will be considered. This is wrong. The agenda is to plow a HALF BILLION DOLLARS on brute force schemes of destructive and irreversible impact with unproven outcomes. Utah, the Crossroads of the West, with a new international airport, is a distribution and logistics hub of global magnitude. Let's talk to transportation and logistics specialists, not resort lobbyists. Nearly 50 years ago the Denver 1976 Winter Olympics suddenly came back to Innsbruck, Austria. Colorado citizens withdrew their support because of the arrogance of officials running the effort. Innsbruck had to move fast, make use of its existing infrastructure including public transportation. During the Innsbruck 1976 Games the only way to get around town, including to and from the venues was with the bus fleet or bywalking. It worked. In Austria, in the middle of Europe where populations are dense and winter sports are taken seriously it is fair to speculate that the Olympic bus fleet carried far more than LCC peak days. (1million in-person spectators in 1964 and comparable for 1976). I was there in 1976, I experienced the ease of dealing with a competent public transportation system - around town and into the mountains for the alpine venues. It is ludicrous, irresponsible to claim there are only two options to consider for LCC. What alternatives are available? Start with Cloud based simulations. Build models, experiment. Whether through AWS, Google, Microsoft deploy Cloud methods to simulate different approaches. From the models deploy most promising approaches. Utah is a globally significant IT innovation HUB, the U was one of the original nodes of the first experimental internet. Utah has smart intellectual and technology resources to support smart policy making. (Cloud based parallel computing simulations helped deliver Covid-19 vaccines in 10 months instead of 10 years). Make protection and preservation of mountain flora, fauna and formations a priority not afterthought. Destruction of climbing boulders, obstruction of access to climbing areas, scenic areas, USFS Wilderness Areas as collateral damage to the Resorts-First Scheme is unacceptable and must evolve to a balanced, true plan that reflects the diversity of canyon users not just resort affiliates. Embrace as

a guiding principle that Utah public funds will not subsidize private companies while keeping the public from public lands. Emphasize use and augmentation of existing resources. Plan and budget, defend those plans and budgets to the extent possible with real world verifiable data. Example, calls have been made to the UDOT Project Team requesting documentation on the saving of "70 Tons of carbon" with the gondola plan. 70 tons over what time frame? Can references be provided? Justification of \$500+ million must be supported by lots of facts. Salt Lake and Innsbruck are Olympic cities with remarkable parallels as urban centers with great mountain assets, now reusable Olympic venues in close proximity. Communicate, compare experiences. Learn from their public transport successes. We can do better, and should.... before launching into half billion dollar adventures. Knowledge gained will help traffic issues now and new Olympic bid efforts later. If a gondola is built, the companies under consideration are first rate, will deliver an engineering triumph. But should it be built? Who will operate it? Can it be adapted to address concerns raised?

If the bussing options are pursued, why not look at new models for managing transportation? This is long overdue, and not only in LCC. With due respect to those who have put effort into crafting their two almost identically priced, half billion dollar schemes to the legislature, arguing only two options can be considered, this Utah citizen and Little Canyon Cottonwood resort and backcountry skier, hiker, climber, biker, sight seer, restaurant and hotel customer - acknowledges that WE have important challenges ahead. The evolving solutions must include and respect the interests of US all. There is much more to be done. The current overly expensive and needlessly destructive options being advanced are premature nonstarters

COMMENT #: 12787
DATE: 9/3/21 3:30 PM
SOURCE: Website
NAME: Emanuel Kahne

COMMENT:

I strongly oppose both the gondola development and road widening. It is wrong to prioritize a small group of outdoor enthusiasts over the entire outdoor community and people who just appreciate nature. Skiers can ski with traffic. Climbers cannot climb on boulders that have been blown up by dynamite. Please do not build the gondola or widen the road.

COMMENT #: 12788
DATE: 9/3/21 3:33 PM
SOURCE: Website
NAME: Cameron Hoffman

COMMENT:

Please, DO NOT build a gondola up LCC. It seems wise to explore less expensive and less impactful solutions before committing to a billion dollar project that ultimately does not alleviate traffic issues, supports only a few people/organizations among the thousands of LCC visitors, and ignores many of the people and activities that LCC provides opportunities for. I believe we should start by building a transportation hub at the mouth of BCC that would not only directly alleviate traffic, but would also provide us all with a foundation to move forward.

COMMENT #: 12789
DATE: 9/3/21 3:33 PM
SOURCE: Website
NAME: Porter Geddes

COMMENT:

Building the gondola or widening the road will destroy one of the prettiest canyons in the world. This would be a detrimental decision that would negatively impact the community in Salt Lake City for years to come. Why would we destroy a canyon for years to come all because of 30 days of traffic that the canyon experiences in a year. Please don't make this drastic mistake that will hurt everyone that loves to enjoy this canyon during every season except for the short time in winter.

COMMENT #: 12790
DATE: 9/3/21 3:33 PM
SOURCE: Website
NAME: Catherine Mounier

COMMENT:

I am definitely against the gondola option. I think both options are way too expensive and before spending half a billion dollars of public money, it is important to fully fund programs and resources that leverage the existing infrastructure LCC with reversible solutions:

- increase bus frequency
- incentivize car pooling
- invest in natural gas or electrical buses
- trully inforce traction law all winter long.

Furthermore, any efforts put in place must benefit all canyons users (not limited to 2 resorts) all year round. We need to put in place solutions that are scalable through times of the day and time of the year which a gondola is the opposite.

COMMENT #: 12791
DATE: 9/3/21 3:34 PM
SOURCE: Website
NAME: Amy Jenness

COMMENT:

I really want to reiterate the need to give enhanced/enforced public transit, tolls, etc a chance before committing to massively disruptive and permanent projects. A gondola is not the answer- it's expensive, intrusive, and does not serve all users of the canyon. Use the resources we have before jumping into huge projects. There are better ways to spend our money.

Thank you for your consideration.

COMMENT #: 12792
DATE: 9/3/21 3:36 PM
SOURCE: Website
NAME: Austen Rohmann

COMMENT:

I'm an avid skier, and also a climber. I'd love to see a solution that takes into account increased access to skiers while maintaining the irreplaceable boulders that dot the canyon. It seems unjust to favor exclusively the private businesses at the top of the canyon at the expense of the other user groups in the canyon. A solution that maintains the natural character if the canyon would be ideal, but any solution implemented should keep in mind the some of the boulder problems destroyed here are world class and totally irreplaceable.

COMMENT #: 12793
DATE: 9/3/21 3:37 PM
SOURCE: Website
NAME: Lucy Davis

COMMENT:

Adding a gondola or widening the road in Little Cottonwood Canyon would irreparably change the landscape of the canyon and threaten access to historic and beloved climbing areas. I am against the proposed high-impact projects.

COMMENT #: 12794
DATE: 9/3/21 3:39 PM
SOURCE: Website
NAME: Brendan Kobel

COMMENT:

the skiing might have been a big part of what made the cottonwoods famous, but the climbing is nothing short of world class too. Please don't destroy one incredible outdoor adventure for another. In other words, don't rob Peter to pay Paul. Please, leave the cottonwoods as pristine as possible

COMMENT #: 12795
DATE: 9/3/21 3:42 PM
SOURCE: Website
NAME: David Wilson

COMMENT:

Any option that isn't at least 75% funded by Snowbird and Alta are unacceptable. Of the options that were presented, the only acceptable option is widening the road and providing enhanced bus routes. But, since these only benefit Alta and Snowbird, why aren't those businesses at a minimum contributing to the cost rather than burden the tax payers with the full cost. The parking in the canyon at Trail Heads definitely needs to be addressed, but the main driver of this project seems to be Ski traffic. Since the Ski resorts benefit the most, they should participate in the cost of the solution.

COMMENT #: 12796
DATE: 9/3/21 3:44 PM
SOURCE: Website
NAME: Bradley Degenars

COMMENT:

To whom it may concern,

I absolutely DO NOT support The Gondola B alternative proposed by UDOT.

Currently, in Salt Lake County there is an increasing number of high-rise apartment and office buildings adding to the unrelenting construction, poor air quality, increasing traffic, and added eyesores that remove any semblance of the nice, quiet place the county once was. Please do not add another of these ridiculous projects to the foothills of Little Cottonwood Canyon.

The Gondola B alternative is a great marketing tool for the resorts and perhaps UDOT but it will also absolutely ruin the experience of traveling to Little Cottonwood Canyon and recreating, which is what the resorts and Canyon's main draw is; recreation, not marketing or ticket sales. It will also likely not solve the issue of people being able to enjoy skiing or other activities in the canyon. Not to mention destroying camping and climbing locations that are often the reason people come to this canyon outside and during the winter months, not necessarily always just for the skiing. LCC recreating all-around is world-class.

This state is in such a boom both with population and economy that one could see how a project like this seems appealing, but please consider what the real outcome will be and not just from the perspective of the financial bottom line or image for a small few. Please strongly consider The Enhanced Bus Service in Peak-Period Shoulder Lane alternative which was the alternative that UDOT said would help mobility which seems to be the real issue here. Creating a more mobile option will draw folks to use the bus, which reduces traffic and increases the number of people that can be at the resorts and rest of the canyon. UDOT is happy, locals are happy, tourists are happy, the resorts are happy.

Building a Gondola does no help this issue but only offers to further constrict the rate at which people can recreate in the canyon, especially at the resorts in the winter. Look at the Tram at Snowbird. It's slow, holds maybe 30 people, and takes forever. Chairs carry more people per hour than the Tram because it's not as mobile as a chair with two or four people in it. So how is a large or many small, slow Gondolas going to be faster than cars and buses traveling between 30-40mph?

The other thing to consider is parking. The resorts have huge parking lots that are designed to hold the people recreating there. People do park on the road when it's full, sure, but better buses would help with that, and perhaps tolls or passes would help manage traffic better than an expensive and restricting Gondola. Also, how big would the lot at the bottom of the canyon have to be to fit all the cars in the Alta and Snowbird lots and the road? Probably more than anyone wants to see piled up in a park-n-ride instead of all the shaking aspens and cottonwood trees. It just seems like a less ideal option for everyone except those who might profit from the building of it or funneling of people directly to their doorstep to make even MORE money than they already gouge the public for. One bad year financially doesn't warrant a complete redesign of the canyon.

Preserve what's left of these places in the world where people go to enjoy being outside. Don't add towers and cables all the way up the canyon making it the world's longest and ugliest eyesore and make it even harder to enjoy the nice place this once was, and hopefully will be again.

COMMENT #: 12797
DATE: 9/3/21 3:45 PM
SOURCE: Website
NAME: Samuel Strickland

COMMENT:

The climbing/bouldering spots of LCC need to be preserved. Choose the options where both skiing and climbing sports can be preserved!

COMMENT #: 12798
DATE: 9/3/21 3:47 PM
SOURCE: Website
NAME: Emily Hales

COMMENT:

Please do not build a gondola up the canyon! Please leave our beautiful land as untouched as possible!

COMMENT #: 12799
DATE: 9/3/21 3:47 PM
SOURCE: Website
NAME: Kristin Murphy

COMMENT:

As a user of both the resorts and the backcountry, I do not support a gondola. Mobility hubs with increased parking and more frequent busses (without widening the road) would help get more cars off the road. If you allow the option for buses to stop at other trailheads in addition to the resorts, you will increase riders and help eliminate the overflow parking issues at popular trailheads as well. Why only serve the resorts? And if buses are integrated into a better overall public transportation system, people won't even need to bring their vehicles to the base of the canyons. I'd love to have fast, convenient public transportation options from Sugarhouse to LCC (and BCC.) Less miles driven overall! And it would help spread out the parking needs. The gondola won't solve the problem on its own. We will still need increased parking and buses. So why not start with that?

COMMENT #: 12800
DATE: 9/3/21 3:48 PM
SOURCE: Website
NAME: Richard Mandahl

COMMENT:

I am a 50 year friend of Alta and Snowbird, avid skier of both great resorts. I was affiliated with the Snowbird Ski Patrol for 38 years, cited for "service above and beyond the call of duty" by Alta Mayor Bill Levitt after the Goldminer's Daughter disaster, and designated "Lifetime Member" of the National Ski Patrol for 50 years of service. I like the resorts, care about the canyon. I do not favor either approach, and believe it is premature to ask the legislature for \$500,000+ in public funding to subsidize not a traffic plan but a resort agenda. Without question we need to manage the growing traffic congestion in Little Cottonwood (LCC) but WE is the operative word. The current schemes favor resort clients at the expense of climbers, hikers, backcountry skiers, and others who want to spend time at any number of lovely places within the canyon. This is unfair to the people of Utah who are expected to subsidize commercial interests. The Gondola Works website describes its members as "diverse". No, this is primarily a narrow group of resort owners and their Ad and PR agencies. Diverse would be citizens of Utah, who, when presented transparently with objective information, vote overwhelmingly to build Olympic venues in advance of winning an Olympic bid. Today, nearly twenty years after one of the most successful Olympics on record our magnificent Olympic venues still stand as planned, to support ongoing world class training, competition, and public enjoyment. Yet at the mouth of Little Cottonwood Canyon UDOT and its Gondola Works advocates are prepared to destroy the training ground of a new generation of boulder and sport climbers already proven as recently as July 2021 at the Tokyo Olympics to be world class. Snowbird can take pride in its pioneering support of climbing competition dating to 1988 and in parallel should withdraw support for the two hamfisted "options" which injure climbing sports and degrade unique landforms. In a state that has invested tens of not hundreds of millions to build and maintain Olympic venues why would UDOT, Gondola Works and others even consider spending millions to destroy a unique Olympic training ground provided by Nature?

UDOT has stated that only two alternatives will be considered. This is wrong. The agenda is to plow a HALF BILLION DOLLARS on brute force schemes of destructive and irreversible impact with unproven outcomes. Utah, the Crossroads of the West, with a new international airport, is a distribution and logistics hub of global magnitude. Let's talk to transportation and logistics specialists, not resort lobbyists. Nearly 50 years ago the Denver 1976 Winter Olympics suddenly came back to Innsbruck, Austria. Colorado citizens withdrew their support because of the arrogance of officials running the effort. Innsbruck had to move fast, make use of its existing infrastructure including public transportation. During the Innsbruck 1976 Games the only way to get around town, including to and from the venues was with the bus fleet or bywalking. It worked.

In Austria, in the middle of Europe where populations are dense and winter sports are taken seriously it is fair to speculate that the Olympic bus fleet carried far more than LCC peak days. (1million in-person spectators in 1964 and comparable for 1976). I was there in 1976, I experienced the ease of dealing with a competent public transportation system - around town and into the mountains for the alpine venues. It is ludicrous, irresponsible to claim there are only two options to consider for LCC. What alternatives are available? Start with Cloud based simulations. Build models, experiment. Whether through AWS, Google, Microsoft deploy Cloud methods to simulate different approaches. From the models deploy most promising approaches. Utah is a globally significant IT innovation HUB, the U was one of the original nodes of the first experimental internet. Utah has smart intellectual and technology resources to support smart policy making. (Cloud based parallel computing simulations helped deliver Covid-19 vaccines in 10 months instead of 10 years).

Make protection and preservation of mountain flora, fauna and formations a priority not afterthought. Destruction of climbing boulders, obstruction of access to climbing areas, scenic areas, USFS Wilderness Areas as collateral damage to the Resorts-First Scheme is unacceptable and must evolve to a balanced, true plan that reflects the diversity of canyon users not just resort affiliates. Embrace as

a guiding principle that Utah public funds will not subsidize private companies while keeping the public from public lands. Emphasize use and augmentation of existing resources. Plan and budget, defend those plans and budgets to the extent possible with real world verifiable data. Example, calls have been made to the UDOT Project Team requesting documentation on the saving of "70 Tons of carbon" with the gondola plan. 70 tons over what time frame? Can references be provided? Justification of \$500+ million must be supported by lots of facts. Salt Lake and Innsbruck are Olympic cities with remarkable parallels as urban centers with great mountain assets, now reusable Olympic venues in close proximity. Communicate, compare experiences. Learn from their public transport successes. We can do better, and should.... before launching into half billion dollar adventures. Knowledge gained will help traffic issues now and new Olympic bid efforts later. If a gondola is built, the companies under consideration are first rate, will deliver an engineering triumph. But should it be built? Who will operate it? Can it be adapted to address concerns raised?

If the bussing options are pursued, why not look at new models for managing transportation? This is long overdue, and not only in LCC.. With due respect to those who have put effort into crafting their two almost identically priced, half billion dollar schemes to the legislature, arguing only two options can be considered, this Utah citizen and Little Canyon Cottonwood resort and backcountry skier, hiker, climber, biker, sight seer, restaurant and hotel customer - acknowledges that WE have important challenges ahead. The evolving solutions must include and respect the interests of US all. There is much more to be done. The current overly expensive and needlessly destructive options being advanced are premature nonstarters

COMMENT #: 12801
DATE: 9/3/21 3:48 PM
SOURCE: Website
NAME: Kathy Tran-Peters

COMMENT:

For environmental justice and racial and socioeconomic equity reasons, I would encourage more electric bus systems and tolling for peak hours (discounted or free for off peak hours to remain as accessible as possible). No to any changes to the landscape like a gondola or increased lanes for roads.

COMMENT #: 12802
DATE: 9/3/21 3:48 PM
SOURCE: Website
NAME: Ben Starr

COMMENT:

I support the gondola alternative. I very much appreciate the concerns raised regarding the project's potential environmental impacts. However, there is a strong need to reduce individual car traffic in the canyon. Busses are not a practical or safe solution.

COMMENT #: 12803
DATE: 9/3/21 3:49 PM
SOURCE: Website
NAME: Kenny Fannin

COMMENT:

No

COMMENT #: 12804
DATE: 9/3/21 3:53 PM
SOURCE: Website
NAME: Michael Call

COMMENT:

I have lived in SLC my entire life. I skied here as a child, and found rock climbing in the late 80s. It profoundly changed my life, and much of that time was spent in Little Cottonwood Canyon. To destroy the boulders and impact the environment with wider roads or huge towers and a gondola to serve only the rich and privileged, while ignoring the other user groups that enjoy LCC, is a giant mistake. Taxpayers are bikers, hikers, climbers, runners, and fishermen. It will forever damage the canyon and I believe more buses with minimal lane expansion for passing lanes is a much more affordable, reasoned and manageable approach to the traffic issues we have less than a few weeks every winter. Set up tolls, increase the bus numbers and make parking at the resorts more expensive than the lift tickets... there are many more options that gondolas and highways.

COMMENT #: 12805
DATE: 9/3/21 3:53 PM
SOURCE: Website
NAME: John Bowman

COMMENT:

I do not support either of the two preferred alternatives identified in the Little Cottonwood Canyon (LCC) Environment Impact Statement prepared by the Utah State Department of Transportation. In fact, I am strongly opposed to both.

Gondola option: This option is going to be expensive, will cause significant environmental and visual damage to Little Cottonwood Canyon (LCC) and will benefit almost exclusively downhill skiers and the Alta and Snowbird ski corporations. This option, because it will only serve the ski resorts, does not support the wide array of other canyon users-backcountry skiers, hikers, bikers, climbers, etc. This is not a wise or equitable use of taxpayer money, as the great majority of taxpayers who wish to access the canyon will not be effectively served by the gondola, and in fact will be damaged by its presence.

Bus and road widening option: This is a better option than the gondola, but it will also be expensive, cause considerable environmental damage to the canyon, and it won't address the fundamental problem that there is in fact an upper limit to the number of cars and people that can be in the canyon without causing irreversible harm to the environment and watershed quality of the canyon.

I urge you to resist the natural temptation of an organization such as yours to build gondolas or widen roads. You have never made a serious attempt to significantly increase bus service (including a mix of express and smaller shuttle buses) on the existing road. Perhaps construct snow avalanche sheds over the existing road in critical places. This less expensive, less impactful alternative would, I believe, significantly reduce the number of cars on the LCC road. This experiment should be given a true test before more expensive, more impactful alternatives are even considered. You should also consider limiting the number of cars that can be in the canyon at any given time, adjusted for weather conditions.

You need to give priority to preserving the environment of LCC and the quality of its watershed, not to two ski corporations, downhill skiers and construction companies. Alta and Snowbird will do fine with an expanded bus service option; the only real threat to their economic success is climate change. The actual preservation of the environment of LCC will continue to provide critical quality water supplies to tens of thousands of valley residents, and provide the greatest recreation benefits to the maximum number of people in the most equitable way. These have to be your priorities.

COMMENT #: 12806
DATE: 9/3/21 3:53 PM
SOURCE: Website
NAME: Trevor Shannon

COMMENT:

I am not in favor of road widening or the gondola.

Taxpayers should not have to bear the burden of either a road widening or gondola project, especially when this project disproportionately benefits the business of Snowbird and Alta. The cost and impacts of these projects do not make sense when the benefits of traffic alleviation would only make a difference on a handful of winter days.

COMMENT #: 12807
DATE: 9/3/21 3:53 PM
SOURCE: Website
NAME: Alan Snyder

COMMENT:

Scrap the gondola. Increase the bus services. Pick a solution that solves the problem. The gondola is NOT a solution to the problem of congestion. It's a half billion dollar boondoggle benefitting the few at taxpayer expense. Back to the drawing board please.

COMMENT #: 12808
DATE: 9/3/21 3:54 PM
SOURCE: Website
NAME: Hunter Stewart

COMMENT:

The Gondola and Road Widening would be Devastating to any summer activities and only support the winter activities, considering how many people use LCC in the summer and how devastating both options would be to any summer activity nether should be moved forward with, the only ones benefitting from these options wold be the ski area's. The majority of people that use LCC in the summer oppose these options. Please listen to the people, don't go through with ether option. (Consider the summer activities and how much would be taken away It is not worth it.

COMMENT #: 12809
DATE: 9/3/21 3:55 PM
SOURCE: Website
NAME: Garrett Culligan

COMMENT:

Other canyon users (not just alta and snowbird patrons) need to be considered regardless of which transportation project is chosen. This includes street parking in the town of alta which is highlighted to be removed. As alta has taken all other parking at the top of little cottonwood, these few parking spots are the only ones left for public land users during the peak winter days. Furthermore, both plans recommended in this proposal are looking to directly shuttle consumers to alta and snowbird only, and stops at trailheads are not being considered. The backcountry ski community, rock climbing community, and hiking community need to be strongly considered.

Furthermore, I believe we must first implement common sense, tested solutions before committing to a canyon altering half a billion dollar idea. Enhanced bussing without a widened road is this first step. Especially if structured similar to the current Zion National Park system. Other tried and true methods such as tolling to decentivize single users and a limit on cars altogether should be considered.

On a positive note, the addition of snow sheds in key areas is a great idea, especially if designed to include vegetation on top and with a proper water runoff method in mind

COMMENT #: 12810
DATE: 9/3/21 3:55 PM
SOURCE: Website
NAME: Stephen Sramek

COMMENT:

After careful consideration and reviewing the available information I'm firmly against the proposed gondola solution. I feel that restricting personal vehicle traffic via tolls and shifting as much traffic volume to an enhanced bus system is the best path forward.

Limiting attendance is the best way to ensure a sustainable future. Moving forward with an expensive option that only benefits the ski resorts is detrimental to the canyons ecosystem and unfair to the general public.

Best,

Stephen

COMMENT #: 12811
DATE: 9/3/21 3:56 PM
SOURCE: Website
NAME: David Carter

COMMENT:

David P. Carter
[REDACTED]

Salt Lake City, UT [REDACTED]
[REDACTED]

September 2, 2021
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 comments

Dear UDOT Little Cottonwood Canyon Project team,

Thank you for this opportunity to comment on the Little Cottonwood Canyon Draft Environmental Impact Statement, S.R. 210-Wasatch Boulevard to Alta, from June 2021 (hereafter referred to as the LCC DEIS or DEIS). I have reviewed the materials UDOT made available for this purpose on the Little Cottonwood Canyon (LCC) EIS website, have attended related public meetings, and have 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 quality outdoor recreation resources and natural spaces, I am deeply invested in the future of LCC as a unique and irreplaceable natural resource. 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 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 two preferred alternatives identified in the LCC DEIS "reflect irresponsible, inequitable, and ineffective policy decisions, and the DEIS itself falls short of the expectations and requirements mandated by the National Environmental Policy Act (NEPA). In short, the DEIS purpose and need are too narrowly structured to allow for LCC transportation solutions that are effective, responsible, and/or equitable. The DEIS fails to adequately address the environmental justice concerns that its proposals raise. The DEIS further suffers from inadequate analyses regarding direct and indirect impacts on the Canyon's ecosystem and landscape and dispersed recreation.

The most promising way forward is for UDOT to implement or facilitate less-costly measures that do not involve larger infrastructure development/changes. Equity-minded tolling and other traffic-mitigation

measures and increased buses allow for more flexible options in light of future demographic, environmental, and technological uncertainties. If, after good-faith efforts, such lower-impact solutions fail to resolve the problem, only then should more dramatic measures (such as the ones discussed below) be entertained.

Purpose & Need Deficiencies

The LCC DEIS stated purpose and need are too narrow to result in effective transportation improvements and will not achieve even the narrow-outlined aims. The stated purpose is “to substantially improve roadway safety, reliability, and mobility of S.R. 210... for all users on S.R. 10” (emphasis added). This promising purpose, seemingly crafted to benefit all users of the Canyon, is rapidly undermined by the subsequent needs, which refine the focus of the DEIS to those “related to visits to ski areas, with the greatest traffic volumes on weekends and holidays and during and after snowstorms.” This purpose and need ensure that the scope of the DEIS alternatives does not extend beyond congestion scenarios isolated to a select minority of weekends, holidays, and heavy snow days-and will only serve the needs of ski resort visitors on these and other winter days.. From a legal perspective, the LCC DEIS thus sidesteps documented problems in the Canyons related to traffic and safety that exist outside of the busiest winter ski days and/or related to ski resort visitation and activity. It prioritizes one user group’s needs and preferences above those of all others, which include walkers, trail runners, hikers, bird watchers, climbers, backcountry skiers and snowboarders, snowshoers, and more. The impacts of such a narrow project-financial, social, and environmental in nature-simply do not justify the outcomes. The narrowly crafted purpose and need also effectively precludes good faith efforts towards equitable transportation solutions and outcomes.

From a policy perspective, the narrowly crafted purpose and need is a prime example of how a public agency and public funding can be hijacked (either directly or indirectly) to benefit a narrow constituency. In other words, the DEIS purpose and need ensure that almost any solution to emerge from the process will source broadly distributed costs (taxpayer dollars) to deliver concentrated benefits to a contained sector of a niche industry (two ski resorts) in the form of a \$500+ million transportation system, while imposing additional burdens on other LCC users-namely, dispersed recreators.

A more equal (among different types of canyon recreation and users) and equitable (when considering the existing socioeconomic conditions and contexts of Wasatch area communities) project is likely only feasible under a project purpose and need that recognizes and centers the needs of canyon users “diverse” in both recreational and socioeconomic terms.

Environmental Justice Deficiencies

The DEIS fails to adequately respond to the manners in which UDOT’s transportation proposals perpetuate environmental injustice. The proposals impose costs to upper LCC access during the winter in the form of public transit fare and private vehicle tolling. Such costs disproportionately burden lower income communities, making it harder for them to access popular and valuable environmental amenities. Furthermore, the proposals will negatively impact the types of outdoor recreation most available to lower income and racial/ethnic minority individuals.

UDOT’s LCC planning takes place in a region with documented environmental injustices in the form of increased exposure to environmental hazards and disproportionate barriers to environmental amenities that are experienced daily by lower-income residents, Black, Latino/a/x, Pacific Islander, and Native residents, and other disadvantaged communities. For example, not only do Salt Lake valley neighborhoods of color and/or lower income have less tree cover than their whiter, wealthier counterparts (see Mendoza et al, 2020, Urban Science)-they also feature parks characterized by poorer maintenance and fewer desirable amenities (Chen et al, 2019, Landscape Ecology).

Documented disparities extend to transportation and public transit. Public transit along the Wasatch Front serves the everyday needs of wealthy residents over those of lower income and racial/ethnic minority residents (Farber et al, 2016, Travel Behavior & Society). And Wasatch area residents of color have fewer transportation options to access outdoor recreation destinations, such as state parks and national forests, when compared to white residents (Park et al, 2021, Urban Forestry & Urban Greening). UDOT's proposals thus contribute to the environmental injustices which marginalized Utahns already suffer.

The DEIS's main environmental justice deficiencies are threefold:

First, UDOT claims that environmental justice concerns are alleviated (at least in part) by the fact that tolling is required only for the upper canyon. The underlying assumption is that lower-income individuals do not wish to access the upper canyon/will not want to in the future. Given that the upper canyon houses not only ski resorts but also the canyon's most popular backcountry areas (e.g., the "Emmas," Grizzly Gulch; see Wasatch Backcountry Alliance trail counter data), this is certainly an incorrect assumption. UDOT should facilitate-not impede-disadvantaged residents' use of the accessible backcountry terrain that the upper canyon offers for lower-cost winter recreation, such as snowshoeing and sledding, as well as backcountry skiing and snowboarding, and (of course) downhill skiing at the resorts.

Second, although the DEIS implicitly recognizes the inequitable impacts of tolling on disadvantaged canyon visitors, it maintains that lower-cost transit options nullify any "adverse impact" to marginalized populations. Simply stated, UDOT's solution to the barrier of tolling for under-resourced residents is "they can take the bus/gondola." Of course, this ignores the fact that transit fare remains an imposed burden for lower income and/or racial/ethnic minority residents. Perhaps more importantly, it seems to accept that proposals which limit marginalized residents' de facto transportation options are inequitable by design. A structurally inequitable transportation solution that narrows the options of disadvantaged residents while increasing the options of the most privileged is a text-book example of environmental discrimination.

Third, the DEIS alternatives would facilitate transportation to ski areas at the expense of access to, and experience in, dispersed recreation such as hiking, bouldering, snowshoeing-precisely the types of outdoor recreation that empirical evidence shows are more accessible to marginalized residents. In this way, the proposals threaten what environmental justice scholars refer to as a "double whammy" for marginalized residents wishing to recreate in LCC: they impose financial barriers to the valuable environmental amenities of the upper canyon, while negatively impacting the more accessible environmental and recreation options of the lower canyon.

I fully support traffic mitigation strategies such as tolling, but only when the design of such interventions reflects a thorough and nuanced consideration of environmental justice implications.

Impacts & Impact Analysis Deficiencies

Some of the most inadequate analysis contained in the LCC DEIS pertains to the alternatives' impacts on climbing resources. It is essential to note that while climbers are often undervalued as a user group (as in the DEIS), they are a steadily growing one. Furthermore, some forms of climbing, such as bouldering, constitute some of the more accessible recreational options for lower income and/or racial/ethnic minority Canyon users. LCC is among the most important climbing resources in the Wasatch. For example:

- An estimated 20,000-30,000 Wasatch Front climbers likely use LCC climbing resources.
- LCC is likely the most popular climbing destination in the Wasatch, as 88% of surveyed climbers indicate they like to climb there. It is also likely the most frequently used climbing destination in the

Wasatch, as more than half of surveyed climbers use it multiple times a month during the climbing season.

- Salt Lake Climbers Alliance (SLCA) trail counter data illustrate the popularity of LCC resources. A total of 50,848 trail uses were logged from early May 2020 to the first few days of July 2021 at the Gate Butte climbing area, while 41,150 trail uses were logged June 2020-July 2021 on the Alpenbock Loop Trail.

Enhanced Bus Peak Period Shoulder Lane (PPSL) Alternative

Based on the engineering schematics and data that UDOT has provided, widening of S.R. 210 would undoubtedly destroy and impede access to some of the most iconic climbing resources in the Wasatch region, such as the Gate Boulders, Copperhead Boulder, and Split Boulder, among others. SLCA estimates (using UDOT information) suggest that a minimum of 29 boulders and 131 established boulder climbs (i.e., “problems”) would be impacted. Impacts could make some boulder problems or descents more dangerous without specific mitigations. Objective hazards such as construction debris and fill may partially bury boulder problems and/or block landing areas. Necessary terrain alterations could make landings unsafe or impractical.

In response to such concerns, UDOT officials repeat assertions that they will do all they can to mitigate such impacts, without adequate analysis of what such impacts would be, which impacts they can realistically mitigate, and which impacts lie outside of their ability to address. For the DEIS to meet its obligations to analyze LCC proposal impacts, a more complete analysis of both impacts and possible/impossible mitigation options is needed.

Gondola Alternatives

Based on the engineering schematics and data that UDOT has provided, both gondola alternatives threaten many of the same iconic climbing resources as the PPSL alternative. Although the impacts of the gondola may not take the form of the same destruction of climbing resources as S.R. 210 widening, the analyses and information provided by UDOT have not ensured that access would not be curtailed where the gondola impact area and boulders overlap. SLCA estimates (using UDOT information) suggest that a minimum of 35 boulders and 142 established boulder climbs (i.e., “problems”) are threatened.

The gondola further promises mammoth visual and auditory impacts on the natural landscape and atmosphere of LCC. As someone who has circumnavigated the ridge-top perimeter of the Canyon multiple times, I can attest that the signs of heavy development of upper LCC largely fade away when experienced from many vantage points, allowing one to experience the majesty and peace of its unique wilderness areas. This would simply cease to be the case if a gondola were allowed in the Canyon, as few vantage points would be spared from the visual and auditory blight it would impose. Either DEIS gondola alternative would forever mar this beautiful and iconic resource. It would amount to a devastating loss for current and future generations.

Cog Rail Alternative

Because UDOT did not identify it as a preferred alternative, I will not spend a lot of time of the cog rail here. Furthermore, because the DEIS’s analysis of the cog rail alternative is surface level, at best, this alternative would surely need a much more in-depth analysis before serious consideration. It should be noted, however, that a cog rail would be a devastating development for dispersed recreation in the Canyon on par or worse than the gondola. Climbing resources would be destroyed and access to the remaining resources would be severely curtailed. All LCC users would suffer from its extensive visual and auditory impacts.

Trailhead Parking Access and Improvements

The DEIS proposes making improvements to parking that, by UDOT's admission, would reduce the amount of parking available to dispersed recreators. This includes at the Gate Butress, Grit Mill, and LCC Park and Ride lot-all of which are used year-round by climbers (and other visitors). It is unacceptable to propose instituting access barriers (by reducing parking) without offering alternative access and without justifying the decision-particularly in the context of plans which aim to facilitate user transport to private, developed recreation.

A serious proposal that aims to serve the needs of all LCC users would otherwise facilitate dispersed recreation access when such improvements are planned (e.g., with short-range trailhead shuttles).

Snow Sheds

The snow sheds proposed in the DEIS promise significant visual impacts that would forever alter the natural look and feel of this majestic and iconic Canyon. Although they would undoubtedly facilitate travel in the Canyon, the reality is that their utility extends only to a minority of winter days, while their impacts would be permanent and experienced every hour of every day. As with other parts of the DEIS, the snow sheds impose wide costs across Canyon users and the natural environment, while only delivering concentrated benefits for a select number of days a year.

Developing Intelligent, Equitable, and Effective LCC Transportation Solutions

As I've sought to articulate throughout these comments, I encourage UDOT to recognize that the LCC DEIS process stood on shaky ground from the beginning. Its basis in such a narrowly crafted purpose and need effectively ensure the project will cost many Wasatch residents, while benefiting only the more privileged few. Furthermore, I urge UDOT officials to recognize that in seeking to stay in their bureaucratic "lane" (pun not intended), UDOT has precluded the consideration of some of the most important and consequential questions that are, in reality, deeply relevant to the future of the LCC ecosystem, not to mention recreation and transportation that takes place in it.

These include questions such as how the environment and recreation will change in the coming decades, as climate change accelerates, its impacts deepen, and the Wasatch snowpack surely changes dramatically-in ways anticipated and not. It also includes questions regarding the carrying capacity of the Canyon-now and in the future. No serious analysis of responsible Canyon use can be carried out until basic parameters-such as how many visitors the Canyon can absorb sustainably-are established.

To these ends, I implore UDOT officials to recognize the flaws and deficiencies of the LCC EIS process to this point, and the fundamental issues in the DEIS that cannot be readily remedied. I encourage they move forward with a commitment to try less-impactful measures before dramatic ones. A creative, cautious approach that combines equitably structured tolling with electric buses and other transit options (such as short-range shuttles) should precede expensive, destructive, and permanent infrastructure developments.

Thank you for this opportunity to provide this input.

Sincerely,

David P. Carter

COMMENT #: 12812
DATE: 9/3/21 3:56 PM
SOURCE: Website
NAME: Collin Miller

COMMENT:

Please consider the many voices who loudly oppose the option for a gondola through LCC. A much less intrusive and more efficient solution is possible via a combination of tolling and a large influx of buses at the beginning and end of a ski day. Please consider this solution to the much more invasive and expensive options presented.

COMMENT #: 12813
DATE: 9/3/21 3:58 PM
SOURCE: Website
NAME: Andrew Hudson

COMMENT:

After reviewing the possible actions that UDOT may take, I believe that implementation of any solution that does not preserve the existence, and access to, the climbing in Little Cotton Wood Canyon would be a mistake.

COMMENT #: 12814
DATE: 9/3/21 3:58 PM
SOURCE: Website
NAME: Carrol Firmage

COMMENT:

I am opposed to the expansion of the road in Little Cottonwood Canyon as well as to the proposed gondola project. This canyon is not JUST a canyon for skiing. It is used year round by many people. The expansion of the road as well as the gondola are going to impact the canyon every day of the year. The need to take skiers up the canyon is seasonal. This to me seems like the owners of the ski resorts are deciding on what happens to a place that belongs to all of us. Limit personal cars on high traffic days and have a bus system that gets skiers up the canyon quickly and efficiently when there are too many for the canyon to accommodate otherwise. Little Cottonwood will be permanently altered should a wider road or gondola be built. Neither one should be done. Let's keep the canyon usable for everyone.

COMMENT #: 12815
DATE: 9/3/21 3:59 PM
SOURCE: Website
NAME: Clayton Crowhurst

COMMENT:

I vehemently oppose any new development in the cottonwood canyon area. This area is one of the few free/low cost recreational areas in the city and is currently one of the great natural draws to the region. Damaging or destroying the climbing, hiking, and biking resources of this area with an infrastructure project for the privileged few. If this development proposal moves forward I will strongly reconsider future visits to the area and will encourage others to do the same.

COMMENT #: 12816
DATE: 9/3/21 4:00 PM
SOURCE: Website
NAME: Katrina Beckstrand

COMMENT:

It's time to add a toll to Little Cottonwood. Give residents a pass. Everyone else should pay to drive there. It's the simplest solution. We don't need more roads or a gondola.

COMMENT #: 12817
DATE: 9/3/21 4:00 PM
SOURCE: Website
NAME: Spencer Wilkerson

COMMENT:

The gondola solution is not an answer to our problem with traffic congestion in Little Cottonwood Canyon. It is merely a way for the resorts to increase revenue at the expense of the taxpayers, while ruining some of the most beautiful public land that Utah has to offer. Increased bus service, along with increased parking at the base of the canyon and road tolling, is the solution that best meets the needs of all users of LCC. Please consider this option, as the gondola is irreversible and will not solve the issues at hand. Thank you.

COMMENT #: 12818
DATE: 9/3/21 4:01 PM
SOURCE: Website
NAME: Kenny Peterson

COMMENT:

It is my personal opinion that the preferred alternatives of enhanced bus with road widening and gondola B are not solutions which act in the best interest of the communities that travel through cottonwood canyon.

Widening the road will allow people to drive at higher speeds more comfortably, which will result in more 5+ hour traffic stops due to accidents in winter conditions. The gondola is the most expensive alternative, and yet it is the most rigid and "non-adjustable" proposal. Either the gondola is spinning, or it's not. There's no adjustment of supply vs demand. Additionally, both road widening and the gondola have significant impacts to climbing in the canyon.

Another important consideration is capacity. Do we want to be the next Denver with a single freeway flowing people to overcrowded ski resorts? Prior to implementing any solution, I would like to see data collected by third parties (not for profit ski resorts) analyzing current and project ski resort capacities and usages. If safety is a priority, UDOT should be considering impacts to safety due to double or triple the number of people on a ski slope.

I would challenge the agency to simply increase the number of buses and incentives for people to carpool or take the buses. 6% interest earned on the \$237 million saved by implementing more buses instead of gondola B could pay for the annual \$14 million in bus maintenance. Vehicles in general are constantly improving and can be improved upon. What was the last technological advancement in gondolas? More and more companies are developing electric drivetrains which could be applied to future bus fleets to provide clean forms of transportation.

Lastly, I would encourage the use of smart phone tolling based on three factors - access time, residency, and vehicle occupancy. Additional occupants reduces fee, peak access time increases fee, and out of state residency increases the fee.

Thank you for your consideration of my comments.

COMMENT #: 12819
DATE: 9/3/21 4:01 PM
SOURCE: Website
NAME: George Gaydos

COMMENT:

I would like to see mandatory 4x4/traction devices during the winter months at all times. I would like to see single occupancy vehicles tolled and carpooling incentivized in a meaningful, significant way. Thank you.

COMMENT #: 12820
DATE: 9/3/21 4:02 PM
SOURCE: Website
NAME: Piper Kunst

COMMENT:

I do not think a gondola is a sustainable solution for lcc traffic.

COMMENT #: 12821
DATE: 9/3/21 4:02 PM
SOURCE: Website
NAME: Caitlin Curry

COMMENT:

I am opposed to implementing the solutions regarding the gondola and widening of the road. Both of these have negative environmental impacts as well as eliminating existing climbing recreational opportunities in the canyon. The issue of the canyon is capacity. These solutions would not solve that problem. The gondola would only provide another tourist attraction that would further exceed the capacity of the canyon. The State of Utah should not foot the bill for a traffic issue caused by private industry (the LCC ski resorts). If the resorts wish to have better traffic solutions to increase their usage, they should foot the bill for an environmentally friendly solution. I am in favor of attempting increased bus service.

COMMENT #: 12822
DATE: 9/3/21 4:03 PM
SOURCE: Website
NAME: Nate Blouin

COMMENT:

Little Cottonwood Canyon has serious issues, and users deserve serious solutions. We need a fix that offers flexibility and the opportunity to implement quickly. The gondola alternative fulfills neither of those principles.

There are a host of immediate and incremental alternatives that should be considered that will suit all users in lieu of a gondola that serves resort users only and is likely to increase canyon tourism, while the canyon nears or exceeds capacity.

Among a host of options that should be considered are tolling and expanded busing options, neither of which requires significant new infrastructure but both of which could be integrated into larger solutions in the future.

While road expansion may be a reasonable alternative, the current alignment could be restriped to prioritize buses - which should include a regular route that stops at major trailheads. Moving into the future, UDOT/UTA should pursue electrified buses as soon as feasible technology exists, utilizing federal funding if available.

Tolling should be implemented in a way that does not increase costs for low-income users and primarily mitigates resort traffic that's driving canyon congestion - as the resorts sell more passes and tickets, they should be held accountable for the costs they impose on the system.

LCC also does not exist in isolation. BCC is in need of alternatives as well, as is the Wasatch Blvd. corridor. I frequently experience the worst congestion between the I-215 exit at 6200 S and the canyon mouths, and would favor roadway expansion so long as reasonable accommodations are taken to protect active transportation and neighborhoods.

We can't solve this problem by slapping a bandaid on it, which is how I view the gondola. We need a solution that works for summer and winter users of all types. Please move forward with expanded bus service before altering the entire character and landscape of Little Cottonwood Canyon.

COMMENT #: 12823
DATE: 9/3/21 4:03 PM
SOURCE: Website
NAME: Flint Shaw

COMMENT:

No gondola please. Go with the busses.

COMMENT #: 12824
DATE: 9/3/21 4:04 PM
SOURCE: Website
NAME: Trey Roeseler

COMMENT:

Please do not put in a gondola in little cottonwood canyon

COMMENT #: 12825
DATE: 9/3/21 4:06 PM
SOURCE: Website
NAME: Cameron Crittenden

COMMENT:

I disagree with any road expansion that would destroy existing trails or climbing/bouldering access. I do not think the costs are even close to outweighing the benefits of any action. While the gondola will have a more neutral impact on the surrounding area, Utah is a rapidly growing state and in 5-10 years we will be having this conversation all over again. The gondola will not solve anything anyways because there is no possible way to allow for enough parking. As long as Utah continues to grow and skiing remains popular, people just need to realize that traffic is priced into the equation of getting to Snowbird and Alta. The only other option I see is providing access to the resorts from American Fork Canyon on the south side.

COMMENT #: 12826
DATE: 9/3/21 4:07 PM
SOURCE: Website
NAME: Peter Gombert

COMMENT:

I do not think that a gondola would best serve the citizens of Utah and would be a poor use of hard earned Utah money. I think more busing without a roadway expansion and more bus parking along wasatch boulevard would be a much better. Also making little cottonwood a toll road would significantly help

COMMENT #: 12827
DATE: 9/3/21 4:07 PM
SOURCE: Website
NAME: Justin Manson

COMMENT:

Gondola is expensive, risky, damaging to nature. Better to follow lower risk, incremental approach which keeps options open - buses, tolling, parking at base, buses from downtown areas all move in a direction that is scalable, and reversible. Additional consideration is to regulate the number of skiers permitted at the resorts, and to impose the costs of transportation improvements on the resort owners, proportional to the benefits they receive from publicly funded infrastructure.

COMMENT #: 12828
DATE: 9/3/21 4:08 PM
SOURCE: Website
NAME: Jason Hall

COMMENT:

I'm an avid ice and rock climber who frequents LCC many times each year to explore its unique and beautiful landscapes. Any proposal involving expanded infrastructure should only be considered after all less expensive and invasive alternatives have been exhausted. The options as proposed seem tantamount to a gift to the ski resorts paid for by the public. Backcountry users will not benefit at all from any of the proposals, which is appalling.

UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon.

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape,

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems.

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 Butress, Grit Mill, and at the lower Little Cottonwood Park and Ride.

COMMENT #: 12829
DATE: 9/3/21 4:09 PM
SOURCE: Website
NAME: Ken Meleta

COMMENT:

Thank you for the opportunity to share my thoughts on the EIS. I'm originally an east coast transplant, I've called Utah home for the past decade and I now own a home in Cottonwood Heights. I utilize the Cottonwood canyons upwards of a 100 days each year in all 4 seasons to climb, hike, mountain bike, ski at the resorts and in the backcountry, and generally just escape into nature and recharge.

Of the myriad of reasons I don't think the gondola is the right solution, I'll outline just a few below, but perhaps the only one I need is simply that the gondola is not even a solution to the problems we face. It's a long awaited tagline for the Ski Utah marketing department and a nice paycheck for those in the position to financially benefit from its construction. It's not a viable alternative to driving up highway 210. Please don't lose sight of the problem we need to fix. To be very clear, the problem to be fixed is NOT "Snowbird and Alta aren't getting enough paying customers quick enough."

- The gondola serves only one specific genre of user. Backcountry skiers, snowshoers, hikers, rock and ice climbers, etc can't use the gondola because it will never serve their trailheads. Typical local families won't use the gondola because paying ~\$40 a person for the inconvenience of NOT having their own vehicle with them will absolutely not be enticing. Even for many tourists on vacation, I'd be surprised if the gondola is nothing more than a novelty they pay for once during their visit.

- I'm fully aware this EIS is scoped to Little Cottonwood, but you can't limit a solution to LCC and expect to fix the actual issues. If the barrier to entry in LCC is too high, the problem simply shifts to Big Cottonwood. We need a solution that is financially, logistically, and environmentally viable in BCC.

- The environmental impact on the canyon is too great. Watershed concerns aside, the towers needed will be an absolute eyesore. LCC is geologically the most unique and diverse canyon we have in Northern Utah. Please don't obscure the views and litter the landscape with more human-made garbage than is already there. I honestly feel the conversation could start and end with this point alone. As a climber I also need to mention that the towers and road expansion will destroy assets valuable to a thriving rock climbing industry in Utah.

Please, let's start with small with the least destructive options and expand as needed. Enhanced bus service, (with real parking improvements near the mouth of the canyon and in the valley) has not been given an adequate chance. We can never undo the gondola or lane widening and there is extreme doubt that either would even significantly improve the problem. These should be treated as last resorts.

Thanks,
Ken Meleta

COMMENT #: 12830
DATE: 9/3/21 4:09 PM
SOURCE: Website
NAME: Scott Klepper

COMMENT:

There's a saying that if a hammer is the only tool you have, then you'll tend to treat everything as if it were a nail. So it's not surprising that UDOT started with 124 concepts or solutions to LCC's traffic problems (per one of their online public hearings) and quickly whittled them down to Gondola vs Enhanced Bus....or as a Hammer might see things, greater Throughput and more Pavement. Unfortunately LCC is a limited resource and applying Utah's go to method of unchecked metastatic growth not only won't solve the problem, but also risks killing the golden goose. Proper resource management allows for the enjoyment and utilization of limited resources and many successful examples exist within our region such as Millcreek Canyon, The Wave, Monument Valley, Zion NP and Phantom Ranch to name a few. These areas would be completely destroyed if opened up to unchecked, unlimited use.

The traffic problem in LCC is solely the result of the ski resorts and their desire to grow. And the resorts' pricing structure has made it cheaper to ski rather than more expensive given the relationship between season passes and adult day rates. A \$500+ million taxpayer-funded gift for Throughput or Pavement is nothing but unadulterated Corporate Welfare at the expense of every other non-resort user of LCC. No mention whatsoever can be found in the EIS or attachments of any proposed dollar contributions from these 2 private for-profit resorts.

Both proposed solutions involve severe environmental impacts both physical and visual and neither one passes basic common sense. There's no apparent flexibility of any kind to accommodate potential future changes over the next 32 years. No weight given to the longer term effects of our extended drought on the Great Salt Lake and its corresponding impact via Lake Effect snowfall in winter and lake dust accelerating snowmelt in the springtime. Likewise no mention or accounting of how our warming winters with less snowfall will impact the length of the ski season and the resorts' ability to make snow over the next 32 years.

It's hard not to be cynical about the Gondola, tainted by political cronyism with the slithery ilk of former Senate President Niederhauser and former Sandy City councilman McCandless fortuitously taking ownership of LaCaille Restaurant, the very place the Gondola parking structure would be constructed. And while the Gondola is the sexier of the two proposed solutions, no mention was given to proposed Parking, Gondola or Tolling Fees. Based on models I've seen no one I know would accept the \$25-40 required each time for parking, tolling or gondola fees.

Fortunately the answer to both the traffic problem and its solution is right there in the EIS document itself, specifically Appendix 1, the Draft Vehicle Mobility Analysis dated April 3, 2020. On page 2 in section 2.2, UDOT vehicle occupancy studies from 2018 showed that the average number of occupants during peak morning hours on the weekend was 1.89 occupants per personal vehicle and 42 occupants per bus....in other words LCCs traffic problem results from LESS THAN TWO PEOPLE PER CAR driving up the canyon. Worse, for their modeling purposes UDOT uses the same 1.89 person per car figure all the way out until 2050. That's 32 years of a static non-changing number. Unless Subaru has begun making 2-seater Miatas and Carreras, common sense says there's plenty of room for improvement, thereby greatly reducing the overall traffic problem.

Anyone who's skied on a busy weekend or powder day knows that the resorts fill every seat on every single chair that heads up the lift. There's no luxury of riding chairs solo. Why? Because that would cause a traffic jam in the queue of people waiting to board the lifts. So why leap into spending a HALF

BILLION TAXPAYER DOLLARS when we could easily more than halve the number of cars in LCC just by ensuring that they are full?

Just because UDOT has offered up two solutions doesn't mean we have to pick either one. Both are equally poor options and the taxpayers of Utah, the residents of Cottonwood Heights and Sandy and the users of the Cottonwood Canyons deserve far better than what we're being forced to swallow.

COMMENT #: 12831
DATE: 9/3/21 4:10 PM
SOURCE: Website
NAME: Ryan Dance

COMMENT:

Please build the Gondola. There is a reason why the Switzerland, France, and Jackson Hole are visited by world wide participants. The Gondola enables proper transportation without the emissions from thousands of cars stuck in the canyon behind some tourist who has never driven in snow before. How many of you have gone 5 miles an hour up and down the canyon behind long lines, continuously slowed by people attempting to park, struggling with google map directions, and other frustrations of waiting behind many vehicles. The gondolas are the best option and we need to grow up. The Olympics made it clear that Utah has some of the best spots on earth and we need to actually prepare for that amount of visitors. Widening roads never works because you just end up widening them again. Look at i-15, bangerter, mountain corridor? All have been widened multiple times. Get the cars off the road with the Gondola and help the earth. Imagine all the profits from people just wanting to take the scenic Gondola ride up the canyon! Wouldn't it be nice to get those people off the road in the first place? Driving with their heads looking up to the sky instead of safely in front of them like they should.

COMMENT #: 12832
DATE: 9/3/21 4:11 PM
SOURCE: Website
NAME: Kris Cornell

COMMENT:

Please protect little cottonwoods unique and world class bouldering and climbing. Use the enhanced bus without the road expansion.

COMMENT #: 12833
DATE: 9/3/21 4:11 PM
SOURCE: Website
NAME: Rebecca Johnson

COMMENT:

Why are the only 2 stops at Alta and Snowbird? It feels more like a major business decision than helping our canyons. What is the cost to ride the Gondola? Who really benefits financially from this decision? Who is going to run and maintain the gondola and what is the upkeep cost to local residents? Will I be taxed for this? Don't get me wrong I HATE the canyon traffic and I'm grateful solutions are being discussed, it just feels like these solutions are going to bring MORE congestion and really only benefit the owners of Snowbird and Alta.

COMMENT #: 12834
DATE: 9/3/21 4:12 PM
SOURCE: Website
NAME: Thomas Rathke

COMMENT:

The gondola is a very European idea and an excellent solution to the problem. Whatever reduces vehicles in the canyon since there is no room for them and they pollute the air.

COMMENT #: 12835
DATE: 9/3/21 4:12 PM
SOURCE: Website
NAME: Philip Lee

COMMENT:

Both options are unacceptable as they both leave lasting negative effects on the canyon and benefit only a few. A better option would be to increase there number of buses and the frequency of the buses.. The two options are near sighted and only address congestion that occurs during the ski season, but leave the constructs in place during the rest of the year.

Please reject both proposal.

COMMENT #: 12836
DATE: 9/3/21 4:12 PM
SOURCE: Website
NAME: Spencer Riehl

COMMENT:

Having listened to the entire LCC EIS podcast series and done my own thinking, I'm generally in favor of a gondola getting skiers up to the resorts. I'm especially interested in the increased frequency of buses, and look forward to riding the bus more often, with tolling at the base of the canyons (I'd approve of LCC and BCC tolls) to offset to cost of bus rides. But please, do something. Don't let this process grind to a halt and have nothing happen in 5-10 years time.

COMMENT #: 12837
DATE: 9/3/21 4:13 PM
SOURCE: Website
NAME: Chris Jacobs

COMMENT:

The gondola for little cottonwood canyon sounds like a great idea. Beautiful views and a relaxing ride to the top instead of a traffic jam. Much better than widening the road. Really the traffic is mostly in the winter season. Widening the road would create too much environmental destruction.

COMMENT #: 12838
DATE: 9/3/21 4:13 PM
SOURCE: Website
NAME: Rebecca Kitchen

COMMENT:

I feel this issue needs further study. I think the gondola would be too expensive. I lean toward the possibility of reserving a parking spot during the busy Ski season.
Thank you.

COMMENT #: 12839
DATE: 9/3/21 4:13 PM
SOURCE: Website
NAME: Jacob Graf

COMMENT:

Please don't do the gondola. Encouraging public transit and closing the canyon to the general public can have more immediate effects and cost much less. Then if it doesn't have the results desired, you can build the gondola or whatever.

COMMENT #: 12840
DATE: 9/3/21 4:14 PM
SOURCE: Website
NAME: Taylor Cutler

COMMENT:

I have lived near the base of little cottonwood the entirety of my 30 year life and am COMPLETELY and UTTERLY against a Gondola. If we're going to pay this much tax payer money, I'd prefer to have a train + tunnels in the canyon. A MUCH better long term solution, in line with how places like the Matterhorn in Switzerland are able to accommodate the large number of people while preserving the environment and keeping cars from overcrowding the canyon!"

COMMENT #: 12841
DATE: 9/3/21 4:14 PM
SOURCE: Website
NAME: David Klein

COMMENT:

I moved to Utah in 1981 to live and ski. The canyon road has been a huge problem since it has existed. Plagued with deadly avalanches and accidents. There was talk of a tunnel Train running from Draper to Snowbird, Alta on to Brighton/Solitude and then Park City. I know officials who designed hiking/biking trail systems through the canyon that have been thwarted by those who profess to want to "save the canyons". How forcing everyone to drive save them has never made sense to me. I live less than a mile from the mouth of LCC and without traffic it takes 12 minutes to get to Alta. I will miss the convenience of going up and down when ever I want to all the various trailheads. I would hope there would be some road access fees or not but generally I am in favor of a gondola or train to provide reliable consistent and cleaner transportation

COMMENT #: 12842
DATE: 9/3/21 4:16 PM
SOURCE: Website
NAME: Pauline Reisner

COMMENT:

I am opposed to both options because they both widen Wasatch Blvd. Comprehensive environmental health assessments have not been completed. Current traffic on Wasatch is already a health issue. Further the voice of residents in the communities most affected by both proposals have not been adequately addressed. It is most unethical for UDOT and the Governor to support developments that harm the very people that will need to pay for these developments. Keep in mind that all taxpayers are not skiers and it is clear that the ski resorts are the benefactors of your proposals along with the developers. Please look at alternatives that can be supported by the communities along Wasatch Blvd. Please save our canyons from gross commercialization.

COMMENT #: 12843
DATE: 9/3/21 4:16 PM
SOURCE: Website
NAME: Steven Senft

COMMENT:

Will either of these options accomplish your goals? This road is only busy at 9am when there is a powder day. Please consider not doing anything and not disrupting the landscape any more than what has already been done. LCC is world renown for its bouldering and many of the famous boulders will be destroyed. We know that this does not bring much sales tax revenue to Utah when compared to the Ski Reports but may have lasting effects in the community.

Also why are you only helping two of the MANY ski resorts in Utah? This seems to be benefiting someone and this should be reconsidered.

COMMENT #: 12844
DATE: 9/3/21 4:17 PM
SOURCE: Website
NAME: Colin McMurray

COMMENT:

I believe that neither the road widening, nor gondola are good solutions for the little cottonwood canyon traffic issues. For the gondola, it may mitigate traffic within the canyon, but this is only going to back up the traffic onto other roads for those trying to get to the gondola. As a dedicated skier and former Snowbird and Alta employee, I have had some very early mornings trying to get up the canyon and understand the current concerns, but now there will be long lines to the gondola station, let alone trying to navigate a single parking lot that everyone will be driving and walking through in a chaotic attempt to get to the gondola station just to have to wait in another line to get a gondola up the canyon. I am also concerned about the unloading stations and having access to the backcountry. As a backcountry skier I want the option to drive my car to be able access areas outside of the resort, but if you do allow cars to drive up the canyon, the defeats the whole point of the gondola. I guarantee most skiers would still drive their car up, if given the option, over the gondola to alleviate the pain of having to lug all their ski gear with them into a gondola. I am also very negative on the tower supports throughout the canyon for the gondola. There would have to be some land altering to install the towers and would tarnish the views throughout the canyon, especially during the off seasons where I enjoy climbing and hiking in the canyon. It would make me think twice about recreating in little cottonwood canyon because one of my favorite parts of climbing and hiking is being able to put in the work to get higher than most people do and enjoy the incredible, peaceful view little cottonwood would have to offer, which would be compromised with huge towers and gondolas ruining those views. As for the road widening, I am not a fan of compromising the surrounding environment by paving a road further into the side of the canyon. As a climbing, I am scared to lose some incredible bouldering right off the side of the road at the base of the canyon. While I have not spent a ton of time on those boulders since I'm newer to outdoor bouldering, I have high aspirations to someday conquer those incredible boulders. I also know plenty of people that have enjoyed a lifetime of bouldering there and would be devastated to lose such an special place. The roadside bouldering areas mean more to them than just some rocks, it's a community where many people have met lifelong friends, it's a place to escape from the fast pace of a city and enjoy the peace and calmness of the canyon around some shaded boulders, and it's a place that people from all over the world can come to challenge themselves. I hope that this committee can take to heart how important the preservation of little cottonwood canyon is to the surrounding community and how devastating it would be to ruin that with a gondola or road widening. I also think that it is ridiculous that the local communities are paying for these plans through taxes when it seems like the resorts are benefitting the most by increasing the number of people that can access the canyon. I love that more people have the opportunity to experience such an incredible place, but I certainly hope that there can be some other options explored first before breaking ground (literally) on projects that would have an irreversible affect on the landscape and the people that call Littlewood cottonwood canyon their home.

COMMENT #: 12845
DATE: 9/3/21 4:17 PM
SOURCE: Website
NAME: Jonathan Remein

COMMENT:

Neither of the preferred alternatives sufficiently solve the traffic problem on 210 in comparison to their cost, both financial and otherwise. The assumption of construction taking two years seems grossly undercounted and the cost to recreation during construction will also be quite significant. One big problem with both of these solutions is that they permanently alter the canyon for a phenomenon that only happens during a portion of the year, a portion that is continually shrinking in length.

There are several recreational activities that are completely left out of consideration in these proposals including basically every outdoor activity people enjoy in LCC other than resort skiing. However, the boulders that surround 210 would suffer the most, threatening at least 64 boulders consisting of 273 historic and iconic boulder problems. This is not acceptable.

A new, more creative, alternative must be found to protect valuable recreational resources of and access to LCC. There are many other options that need to be considered including expanded electric bus service, tolling, carpooling mandates, and others that should be exercised before any permanent changes are made to the canyon.

Additionally, it's unacceptable to streamline transportation directly to the resorts, who will directly benefit from both of these proposals and would at the same time limit access to parts the canyon that are able to serve a broader representation of this community, including those who can't afford or prefer not to recreate at ski resorts.

It is clear that more time is needed to develop a creative and long term solution that utilizes a more diverse set of tools.

Please take my thoughts into consideration.

Thank you,
Jonathan Remein

COMMENT #: 12846
DATE: 9/3/21 4:18 PM
SOURCE: Website
NAME: Russell Boggs

COMMENT:

I believe that the Gondola option is the superior alternative. First, I agree that there is a traffic problem in Little Cottonwood canyon especially during or after a snowfall. I also agree that a hypothetical option of a freeway up the canyon and more parking is not a good idea. So onto the two options:

I believe that the Gondola is a superior choice for several reasons.

- (1) I am opposed to widening the existing road even if it is done to accommodate buses.
- (2) Second, in periods of heavy snow, there is no guarantee that traffic accidents won't still close the canyon if the "Enhanced Bus Service" is selected. The Gondola option would be almost immune to that problem. And the Gondola option benefits by immune to any traffic jam
- (3) I don't believe that the government should be buying new bus fleets that aren't electric. I understand that buying electric buses is not affordable with regard to the "Enhanced Bus Service" option, but that helps make the gondola option the better choice. Humans are changing the climate by putting CO2 into the atmosphere. Access to LCC should not be adding to the problem.
- (4) I believe that it is an appropriate use of taxpayer dollars to improve commute service to the two resorts because it would reduce the overall number of cars on the road. Given the importance of tourism to the Utah economy, it is an appropriate use of public funds. Even if non-resort recreationists would not directly benefit, they would benefit by the reduced number of cars on the road.
- (5) I don't regard the viewscape aspect as being significant - this is not a pristine wilderness. The gondola towers are not that visually intrusive in comparison to what is already there. And widening the road would not enhance the viewscape either.

COMMENT #: 12847
DATE: 9/3/21 4:18 PM
SOURCE: Website
NAME: Michele Evans

COMMENT:

Dear UDOT,

I would like UDOT to please consider less aggressive measures. 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 parking in multiple locations along with 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.

Thank you for taking this into consideration,
Michele Evans

COMMENT #: 12848
DATE: 9/3/21 4:19 PM
SOURCE: Website
NAME: John Evans

COMMENT:

Dear UDOT,

I would like UDOT to please consider less aggressive measures. 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 parking in multiple locations along with 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..

Thank you for taking this into consideration,
John Evans

COMMENT #: 12849
DATE: 9/3/21 4:21 PM
SOURCE: Website
NAME: Wayne Harrell

COMMENT:

I am strongly opposed to the idea of a gondola up LCC. This would destroy the scenic beauty of this canyon. A gondola would destroy the aesthetic ambiance that a person can currently and always has been able to enjoy throughout the canyon. Now, a person can "get away" from the city even when just at the edge of it. A gondola will destroy that opportunity to get away from the city because you have a gondola hovering above your head at all times. Look up to enjoy the mountain view and it will never be clear again. Always this disgusting gondola in the line of site.

Find another set and collection of alternatives besides destroying the canyon with a Disneyland ride. There are some good options on the table that involve busses and some road work. Don't be fooled by the glossy marketing of the gondola company. Allow my kids and grandkids to experience the canyon the way I have always experienced it, Without A Gondola!

Sincerely,
Wayne

COMMENT #: 12850
DATE: 9/3/21 4:21 PM
SOURCE: Website
NAME: Paige DaBell

COMMENT:

Hello, Little cottonwood is our home and a place where everyone can recreate freely. It is understandable that we would want more access for people to enjoy this beautiful canyon. However, before we try such an expensive option, the cheaper less impactful options need to be attempted. Please consider the less impactful options. The options presented will destroy the canyon and it's atmosphere. It will only benefit corporate pockets. Please listen to the people of Utah.

COMMENT #: 12851
DATE: 9/3/21 4:22 PM
SOURCE: Website
NAME: Liam Oreilly

COMMENT:

The gondola solution is not an answer to our problem with traffic congestion in Little Cottonwood Canyon. It is merely a way for the resorts to increase revenue at the expense of the taxpayers, while ruining some of the most beautiful public land that Utah has to offer. Increased bus service, along with increased parking at the base of the canyon and road tolling, is the solution that best meets the needs of all users of LCC. Please consider this option, as the gondola is irreversible and will likely not solve the issues at hand. Thank you.

COMMENT #: 12852
DATE: 9/3/21 4:23 PM
SOURCE: Website
NAME: Evan Tobin

COMMENT:

As a former resident of Alta and a current resident of Sandy I feel very qualified to speak on the subject of Little Cottonwood Transportation. I have held an Alta Season Pass for 30 years now and had the Alta/Snowbird dual pass since its inception. I am extremely disappointed that the over 100 proposed solutions have been reduced to 2 alternatives and each requires over half a billion dollars to build. I find both of these solutions totally unacceptable, but the worst plan is by far the Gondola. The Gondola should not be chosen for a host of reasons.

- 1) If the Gondola gets stuck, due to power failure, earthquake, weather, mechanical malfunction, terrorist act or any myriad of other reasons, people will be stranded, isolated, with no bathrooms, no safe exit and absolutely no recourse.
- 2) Maintenance on the towers and cars will be a nightmare. Lift techs at ski resorts are risking their lives doing maintenance on 30-50 foot towers; doing maintenance on towers over 200 feet tall will be death defying, especially if there is a problem caused by weather!
- 3) I have not seen any numbers on how operating costs will be paid. Will taxpayers foot the bill on an annual basis or will the gondola be paid for by charging by the ride? How can you spend half a billion dollars without a plan for ongoing maintenance and operational budget?
- 4) No recreational capacity study for the canyon has been performed. Little Cottonwood Canyon can not support the volume of riders the gondola can stuff in to the canyon. The quality of the recreational experience will be destroyed if the canyon is flooded with the number of people a gondola can stuff in the canyon.
- 5) The destruction of rock climbing and bouldering sites to allow the construction of the towers is irreparable. Once the Gondola is built, it will be an eyesore forever. This is not a decision to be made lightly!
- 6) I have read hundreds of other reasons not to build the gondola, please consider them all.

If the only other option UDOT feels is reasonable is enhanced bus service, it should be done extremely gradually. There is no need to spend over half a billion dollars in taxpayer money until simpler, cheaper alternatives are attempted. The first thing that should be done if this alternative is elected is the construction of the transit centers/parking structures at 9400S & 2000 E and at the gravel pit. If these are built, better bus service can be attempted first. Busses need to run much more frequently and for longer hours. Forcing people to head down the canyon in the peak of traffic is insanity. Why not run the busses till at least 10 or 11 or even midnight. Current bus schedules make the traffic worse and discourage riders from ever taking the bus.

COMMENT #: 12853
DATE: 9/3/21 4:23 PM
SOURCE: Website
NAME: James Allen

COMMENT:

No. Do not want. Not the solution.

COMMENT #: 12854
DATE: 9/3/21 4:24 PM
SOURCE: Website
NAME: Jon Lykins

COMMENT:

I do not like the Gondolas. Upgrade the existing infrastructure with more bus service not only up the canyon but to the canyon before resorting to other means. The gondola is the public paying taxes for private companies benefits which I do not agree with whatsoever.

COMMENT #: 12855
DATE: 9/3/21 4:24 PM
SOURCE: Website
NAME: Zak Gerhardt

COMMENT:

I don't think the gondola option should be pursued. It sounds like an expensive and slow method to get up the canyon. It would also dramatically change the character of the canyon that many people love. I think the originator of the idea should be made public and any business interests they represent. It seems like a tax money grab for a unnecessary project. I think options that change the canyon the least should be explored. I've been driving, taking the bus and hitch hiking in the canyon for 25 years. The real solutions involve car pooling and taking the bus. The increased bus service last year was very helpful in commuting up the canyon. Also the no stop merge lane at the bottom is very helpful. These smaller improvements are the answer because they build on each other incrementally.

The main problem is the increased skier traffic because of population growth and really because of the Ikon pass. For the last two years we have seen the ski resorts pushed to capacity, the reality is they can't handle many more people. One way to decrease skier traffic is to go back to the traditional pass options and increased day pass sales. Make the tickets a little more expensive and revenue should be stable.

Little Cottonwood Canyon is well known for avalanches and people know that there will be times the canyon is closed. It's an accepted part of skiing that canyon and most out of town visitors know this. There are several other ski options for visitors when the canyon is closed. I don't think we need major changes to alleviate all slides hitting the road even though last year was extraordinary. With the new slide paths timber was mowed to the road but that won't happen every year as the trees have been knocked down and it does seem like overall we are getting less snow than in years past. Trailside parking should continue to be allowed outside of the currently marked slide paths for winter recreation opportunities. Thanks for your consideration.

COMMENT #: 12856
DATE: 9/3/21 4:24 PM
SOURCE: Website
NAME: Anna Magnotto

COMMENT:

A gondola will not solve the traffic problem and leave a permanent scar on the canyon. This is a massive expense for tax payers, many who don't even recreate in the canyon. Examining other options and getting rid of the Ikon pass should be first priority prior to wreaking ecological havoc to benefit the pockets of a few companies.

COMMENT #: 12857
DATE: 9/3/21 4:24 PM
SOURCE: Website
NAME: Blake McClary

COMMENT:

Gondola sounds cool in theory. Definitely more sexy than a bus route. But that price tag is too steep to not try bus route first. I'm pro bus option.

COMMENT #: 12858
DATE: 9/3/21 4:25 PM
SOURCE: Website
NAME: Alex Gowdy

COMMENT:

Before spending hundreds of millions of dollars to tear up LCC for an unproven solution that benefits only major ski resorts, we should first adequately fund and support existing infrastructure such as bus programs. Tolling, enforcement of traction laws, restricting single occupancy vehicle traffic, expanding park and rides and increasing bus service, and adding stops at popular backcountry trailheads are all lower impact methods of reducing canyon traffic and should be explored fully before resorting to a gondola.

COMMENT #: 12859
DATE: 9/3/21 4:25 PM
SOURCE: Website
NAME: Meg Johnson

COMMENT:

The gondola is just a ploy to bring more money into the resorts, which ultimately gives the state more money. The “sustainability” aspects are just a bonus feature for y’all to sell us on. If the main objective really was to reduce carbon emissions or extend the longevity of LCC, the stops for the gondola wouldn’t be at the doorsteps of two major businesses. In addition to this, the resorts and gondola produce tons of carbon emissions which speeds up global warming. By 2075 most precipitation, even at high elevations will fall as rain. This project will only be “beneficial” for a few years, because there will barely be any snow in the future, and the snow season will be so short. Sure this project MIGHT help with traffic and avalanche mitigation, but when LCC turns in to one of the only places in the world where people can ski, why not preserve it? Why would you try to capitalize off of it? This issue needs to be discussed from an ecologists perspective.

COMMENT #: 12860
DATE: 9/3/21 4:25 PM
SOURCE: Website
NAME: Logan Mitchell

COMMENT:

Utah is growing rapidly and that means we need to think creatively about sustainable solutions. Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we 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. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation
- Tolling to manage canyon capacity
- Reduced or free bus ticket prices on busy weekends
- Increased funding to support more buses
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd
- Shuttles vans to transport dispersed recreation users to trailheads
- Express bus and shuttle routes that deliver people directly to their destination
- Optimized ski resort navigation to reduce resort congestion
- Traffic controls
- Double stacking
- Managed- and reversible-lane alternatives

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. Increased capacity will also inevitably lead to increased ski resort expansion pressures. I am against any future ski resort expansion outside of their current footprints.

COMMENT #: 12861
DATE: 9/3/21 4:26 PM
SOURCE: Website
NAME: Michael Claflin

COMMENT:

I think the bus route is the best solution at the moment. The gondola is too expensive, too controversial, too much of an eyesore. Thanks!

COMMENT #: 12862
DATE: 9/3/21 4:26 PM
SOURCE: Website
NAME: Daniel Sampson

COMMENT:

I like the idea of the gondola if it can accomplish what has been represented in the presentation. I think it would also be a draw in and of itself.

COMMENT #: 12863
DATE: 9/3/21 4:28 PM
SOURCE: Website
NAME: Tyler Bingham

COMMENT:

I'm sure that many more intelligent people will spell out their feedback more eloquently, so I'll keep my thoughts short. We should be looking at an electric bus system, similar to Zion National Park. Skiing is not the only interest in the canyon. Tolls should apply for individual cars, once traffic capacity is reached. Roads should not be widened. A gondola is not an acceptable solution.

COMMENT #: 12864
DATE: 9/3/21 4:30 PM
SOURCE: Website
NAME: Kelly Boardman

COMMENT:

Comments LCCEIS

My family owns and lives in a home in [REDACTED], between LCC and BCC. We recreate in LCC, BCC, Millcreek and Parleys canyons year round. In winter, I work full time in BCC and part time in Millcreek and LCC canyons. People live, work and vacation in this area of the Wasatch Front for many reasons, but I suspect most are here for the aesthetics of the mountain environment. Let's consider that as we plan for the future.

My comments on the two alternatives proposed in the LCCEIS follow. Overall, I think we are off to a good start. Presenting these alternatives got people thinking, talking and evaluating the options. Through this process, it has become evident that, as presented, both alternatives are shortsighted and need to be revisited holistically and with a vision for a sustainable mountain transportation system that considers all users and roads affected.

That said...the gondola is not a viable solution. The general consensus is that the gondola alternative is intrusive, lacking foresight and LCC resort-centric at tax payer expense. Other options must be considered first.

The enhanced bus alternative gives us a concept to build upon as we consider the big picture. When considering this alternative, it seems possible to preserve the aesthetics of our mountain environment. Our surroundings and all users will be affected including residents, resorts, employees, vendors, skiers, snowboarders, backcountry users, climbers, hikers, runners, naturalists, etc.....All who are there for the mountains and experience of being in the mountains.

The enhanced bus alternative will work if we properly define "enhanced". A suggestion is to define enhanced as: "Providing better flowing and dependable transportation in and around the canyons while preserving the natural mountain aesthetics".

What does this look like? First, we build a parking facility and bus hub with amenities at the gravel pit. Cars will be captured there and people will transfer to a bus that will bring them to their destination, be it the resorts or backcountry trailheads. Eventually, this transportation system will include hubs in other parts of the valley. There is no need to make Wasatch a highway between BCC and LCC to accommodate resort traffic. The number of cars using this road segment should be reduced with this plan. Tolling and carpooling incentives will further reduce the number of private vehicles. Snow sheds will allow avalanches and wildlife to cross LCC road. Wasatch, LCC road and eventually BCC and Millcreek will be widened slightly to accommodate a winter bus lane and safer bike lanes. This should be done tastefully like the section of Wasatch south of LCC road, but wider of course.

Two friends have been hit by cars on Wasatch while on bikes in recent years. It is currently a dangerous road for cyclists and cycling continues to gain huge popularity. Why not add to the attractiveness of this area year round by providing safe bike lanes?

Also....the snow plows need to start clearing the canyon roads earlier and canyon patrol needs to be checking tires early to prevent road jamming slide offs on storm days. Often, the plows haven't cleared roads before 6:30 AM. More and more inexperienced and unprepared drivers are getting on the road early, causing accidents on unplowed roads and huge delays.

I don't think there's a perfect solution, but we can do better and still preserve the aesthetics of the mountain environment. Let's not lose sight of what we value as we design for the future.

COMMENT #: 12865
DATE: 9/3/21 4:31 PM
SOURCE: Website
NAME: Yoko Madow

COMMENT:

I think both are unnecessary. More people come to the canyon means we need more water which we don't have enough. Drying up Great Salt Lake will cause our health. Use our tax money for more wisely.

COMMENT #: 12866
DATE: 9/3/21 4:34 PM
SOURCE: Website
NAME: Daniel Ryan

COMMENT:

Of all of the transportation alternatives for Little Cottonwood Canyon, the gondola is the best choice as a long term solution to travel in Little Cottonwood Canyon.

The gondola alternative better mitigates weather-related traffic congestion issues than the enhanced bus alternative by providing a mode of transportation that doesn't rely on a slick and narrow canyon road. The gondola alternative has less environmental impacts than the enhanced bus alternative avoiding additional paving to widen the road, emissions from more buses. It is a safer, more reliable option than a buss due to avalanche dangers. The gondola alternative will provide a world class solution to traffic, air pollution, and consumer safety for years to come.

COMMENT #: 12867
DATE: 9/3/21 4:37 PM
SOURCE: Website
NAME: Jeff Johnson

COMMENT:

To whom it may concern,

I am an active user of Little Cottonwood Canyon and have actively participated in many of its recreational offerings for the past 45 years. I am an alpine recreational skier, having skied at both Alta and Snowbird ski resorts hundreds of times, and backcountry ski regularly as well. In the summer season I actively hike and climb in this canyon upwards of 20 days per summer, hundreds of days over my lifetime. I love this canyon and the recreational opportunities it provides.

I am quite aware of the challenges and pressures that population growth and a general increase in interest in the outdoors has generated in the canyons. I have spent many hours sitting in traffic with the anticipation of a great powder day. I understand the problem and agree that something needs to be done to alleviate this crowding and traffic in the canyon, as well as the environmental impact.

I agree with the opinion of Mayor Jenny Wilson that we need to step back and reassess the option of expanding access and infrastructure improvements in the canyon. Please do not proceed with either of these options. I have read many of the options proposed by UDOT and feel that two current options, the gondola and widening the road for separate bus lanes, each have serious shortcomings and should not be considered. The gondola is too directed and aimed at servicing the ski resorts, unsightly, and not a good option. I agree with the bus option in principle but am very concerned with the destruction and impact the widening will have. Both options will seriously damage historical climbing and specifically bouldering areas. I have climbed on many of these boulders and in consider them essential to the history and experience of climbing in the canyon. They need to be protected. They are very important to the climbing community, both locally and internationally, and should not be destroyed for the benefit of Alta and Snowbird ski resorts.

I am highly supportive of an alternative bus solution, but a less destructive bus option. It is clear that a direct bus service to the resorts is necessary to service the resorts, but we also need to have bus service providing access to many of the non-ski related recreational opportunities. This is lacking and we need service to trailheads. This will be valuable through the entire year.

Please step back and evaluate options that are less destructive. I do not agree with either of the two current options.

Thank you,
Jeff Johnson

COMMENT #: 12868
DATE: 9/3/21 4:37 PM
SOURCE: Website
NAME: Bransen Crossley

COMMENT:

GONDOLA

COMMENT #: 12869
DATE: 9/3/21 4:41 PM
SOURCE: Website
NAME: Ryan McDermott

COMMENT:

I have spent 30 years skiing, hiking/running, and climbing in Little Cottonwood Canyon. I truly love the place and have seen it change significantly over three decades as more and more people visit. I am deeply frustrated that the Gondola and Enhanced Bus alternatives are considered UDOTs preferred options. Additional development in the canyon needs to be avoided especially for such limited use cases like powder days at Alta and Snowbird. More focus on car-pooling and bussing options using existing in-canyon roads are cheaper mitigations to congestion and will minimize impact to the ecosystem. I strongly suggest UDOT look at what's been done in Zion National Park to reduce traffic in the canyon.

Ryan McDermott

COMMENT #: 12870
DATE: 9/3/21 4:41 PM
SOURCE: Website
NAME: Kelly Boardman

COMMENT:

Comments LCCEIS

My family owns and lives in a home in [REDACTED], between LCC and BCC. We recreate in LCC, BCC, Millcreek and Parleys canyons year round. In winter, I work full time in BCC and part time in Millcreek and LCC canyons. People live, work and vacation in this area of the Wasatch Front for many reasons, but I suspect most are here for the aesthetics of the mountain environment. Let's consider that as we plan for the future.

My comments on the two alternatives proposed in the LCCEIS follow. Overall, I think we are off to a good start. Presenting these alternatives got people thinking, talking and evaluating the options. Through this process, it has become evident that, as presented, both alternatives are shortsighted and need to be revisited holistically and with a vision for a sustainable mountain transportation system that considers all users and roads affected.

That said...the gondola is not a viable solution. The general consensus is that the gondola alternative is intrusive, lacking foresight and LCC resort-centric at tax payer expense. Other options must be considered first.

The enhanced bus alternative gives us a concept to build upon as we consider the big picture. When considering this alternative, it seems possible to preserve the aesthetics of our mountain environment. Our surroundings and all users will be affected including residents, resorts, employees, vendors, skiers, snowboarders, backcountry users, climbers, hikers, runners, naturalists, etc.....All who are there for the mountains and experience of being in the mountains.

The enhanced bus alternative will work if we properly define "enhanced". A suggestion is to define enhanced as: "Providing better flowing and dependable transportation in and around the canyons while preserving the natural mountain aesthetics".

What does this look like? First, we build a parking facility and bus hub with amenities at the gravel pit. Cars will be captured there and people will transfer to a bus that will bring them to their destination, be it the resorts or backcountry trailheads. Eventually, this transportation system will include hubs in other parts of the valley. There is no need to make Wasatch a highway between BCC and LCC to accommodate resort traffic. The number of cars using this road segment should be reduced with this plan. Tolling and carpooling incentives will further reduce the number of private vehicles. Snow sheds will allow avalanches and wildlife to cross LCC road. Wasatch, LCC road and eventually BCC and Millcreek will be widened slightly to accommodate a winter bus lane and safer bike lanes. This should be done tastefully like the section of Wasatch south of LCC road, but wider of course.

Two friends have been hit by cars on Wasatch while on bikes in recent years. It is currently a dangerous road for cyclists and cycling continues to gain huge popularity. Why not add to the attractiveness of this area year round by providing safe bike lanes?

Also....the snow plows need to start clearing the canyon roads earlier and canyon patrol needs to be checking tires early to prevent road jamming slide offs on storm days. Often, the plows haven't cleared roads before 6:30 AM. More and more inexperienced and unprepared drivers are getting on the road early, causing accidents on unplowed roads and huge delays.

I don't think there's a perfect solution, but we can do better and still preserve the aesthetics of the mountain environment. Let's not lose sight of what we value as we design for the future.

COMMENT #: 12871
DATE: 9/3/21 4:41 PM
SOURCE: Website
NAME: Chasity Mayo

COMMENT:

There are so many more viable solutions to minimizing traffic in the canyons then building a gondola. Building a gondola would harm the natural ecosystems, overstimulate tourism, and drive out many species. It only does more harm. Instead, we should come up with a solution that works with environmental standards and local communities that would benefit all.

COMMENT #: 12872
DATE: 9/3/21 4:44 PM
SOURCE: Website
NAME: Nancy Hardy

COMMENT:

Dear UDOT,

Thank you for all your hard work in looking at solutions, along with residents, to conquer the traffic congestion on those fabulous powder days!

I am not in favor of either UDOS LCC EIS proposals. UDOT/local residents should go back to the drawing board and work on a low impact solution to mitigate traffic along Wasatch Blvd and SR210. Both proposals will increase the number of cars along Wasatch (wider roads = more cars) and the base of LCC (cars navigating in&around gondola station). Try a common-sense solution before over-widening roads and building towers up Little Cottonwood Canyon.

-Make ski/snowboard transportation convenient, easy and fun! ~ easy to park, easy to pay, easy to ride, easy to get to the top! Busses/shuttles nonstop direct to/from the resorts ~ Alta, Snowbird, Brighton, and Solitude.

-Increase the number of busses/shuttles, make them ski/snowboard friendly, frequent pic-ups in the mornings going 'to' and in the afternoons going 'from' resorts, adjust based on powder days, holidays, weekends, weekdays, no-snow days, as well as summer weekends, Oktoberfest, special events.

-Implement a 'reversible lane' on Wasatch for busses - one way up in the morning, one way down in the afternoon.

-Add a safe needed bike lane on each side, and a walking path. Everyone will love it, year-round!

In addition:

-Look at various places to park-n-ride (gravel pit, Sandy, Sugarhouse, downtown, etc.).

-Look at a toll booth to drive up LCC (as Millcreek).

-Look at pay parking schemes (as Solitude has implemented).

-Look at including busses at low peak times to stop at other popular destinations (back country ski areas, hiking areas, Silver Fork, etc.)

Integrate the designs with the natural structure of the mountains!

Thank you,
Nancy Hardy

COMMENT #: 12873
DATE: 9/3/21 4:44 PM
SOURCE: Website
NAME: Suzannah Beasley

COMMENT:

There are so many things you can do that isn't widening the road or building a gondola. Why not try the things that cost less first? Like making a toll that charges less or no for carpool? Why not run more buses? The gondola is the worst idea!

COMMENT #: 12874
DATE: 9/3/21 4:46 PM
SOURCE: Website
NAME: Bryan Economy

COMMENT:

Many people beside myself have settled down in the Salt Lake Valley for the incredible access to outdoor recreation that the Wasatch, particularly the Cottonwood Canyons, provides. A huge component to this experience is the visual landscapes and "wildness" that the canyons provide just a short drive from the city. Please consider the lasting impact to this experience that the preferred (gondola and widened road) alternatives provide before there has been a significant and honest attempt to enhance the existing infrastructure to address the increased use in the canyons. Strategies and measures should be taken to incentivize the use of the existing bus and roadway infrastructure to ensure users say "why wouldn't you take the bus? " Prioritization of bus traffic to and through the canyons should be the main focus and all options exhausted before major and permanent changes are made to the canyon.

Please consider the following points as proposed by the Salt Lake Climbers Alliance for further consideration:

UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon.

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape,

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems.

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..

Read from SLCA's Justice, Equity, Diversity, and Inclusion (JEDI) Committee how UDOT's proposals perpetuate environmental marginalization and injustice in the Wasatch Front.

Thank you for the diligent efforts to provide lasting solutions to problems we all agree need to be addressed. I cannot stress enough, please consider new alternatives to enhance the existing infrastructure before making permanent, and expensive, changes to the canyon that we all adore. Furthermore, these changes can be applied to both Cottonwood Canyons to address the same issues Big Cottonwood Canyon faces.

Sincerely,
Bryan Economy

COMMENT #: 12875
DATE: 9/3/21 4:46 PM
SOURCE: Website
NAME: Holley Richards

COMMENT:

Of the two options presented I prefer the extended bus service and additional lane for the following reasons:

this option has flexibility as demand increases and decreases with the seasons

it appears to me to be less invasive to the pristine canyon experience

I believe the gondola option will alter the look of this special canyon by having fixed towers that would remain for a very long time seem out of place

Also I am concerned about the financial aspects of the gondola not being profitable during slower ski season times and the summer.

COMMENT #: 12876
DATE: 9/3/21 4:46 PM
SOURCE: Website
NAME: Robert Linda Grow

COMMENT:

COMMENT SEVEN (7) OF ROBERT AND LINDA GROW IN OPPOSITION TO THE PROPOSED GONDOLA

The Number One reason to not choose the Gondola is the lack of sophisticated modelling to verify whether this very complex transportation system will actually solve the problem being addressed, or whether, like Bangerter's Pumps", "_____ 's Gondola" may become the punchline for another huge waste of public funds. Regrettably, in the reams of information in the DEIS, only a few hastily prepared and contradictory pages attempt to address either the traffic issue being solved, or to analyze if and how this very complex Gondola system will work.

Right now, getting to Alta or Snowbird is a relatively simple matter. Yes, there are problems that need to be addressed, but the current system to get to the resorts involves many fewer steps than the proposed Gondola system. Even though there is congestion at times, today most people travel straight from their garage to the resorts in the comfort of their private cars. (The congestion may need to be addressed if, and as, Utah skier days increase, but climate change throws significant doubt on UDOT's projected continual increase in skier days to 2050.) As opposed to today's simple system, the Gondola system is a very complex system composed of a series of converging and dependent processes or variables. These kinds of systems can be very complex to model and design to achieve the desired "throughput" because of mismatched capacities and speeds between each of the process steps. These mismatches can produce bottlenecks, delays, and long lines that compound through the system making the skier experience longer and more miserable than imagined.

When designing a system of processes strung together in a dependent sequence, the system will only work if each phase overcomes the variability of the prior phase (i.e., each succeeding phase must have greater speed and capacity than the prior phase or the entire system has lower than expected throughput).

If the Gondola is built, people can arrive at a Gondola car in three converging ways. Two of those ways start with the satellite parking lots where a patron must: (1) drive to the lot; (2) find a place to park and park their vehicle (each lot has its own capacity limits); (3) walk to the ticket booth with their gear; (4) wait in line "and buy a ticket; (5) wait in line and board the bus; (6) ride the bus to the Gondola base station; and (7) then wait in line for the Gondola. Each of these steps takes time and each has modellable parameters to see if "inventory" (i.e., skiers) stacks up in queues (and experiences delays) before the next step. The EIS project manager says UDOT is currently modelling just the parking and bus loading part of this system, but no results are available as the comment period closes.

The third way to get to the Gondola is to use the base station parking ramp if it is not already full. A skier must: (1) drive to the ramp; (2) find a place to park and park their vehicle (or drive to a satellite lot if the ramp is full); (3) walk to the ticket booth with their gear; (4) wait in line and buy a ticket; and (5) wait in line for the Gondola. The EIS project manager says UDOT is also modelling the base station parking ramp to the Gondola loading portion of the system, but no results are available as the comment period closes.

These three delivery systems converge at a single Gondola loading process. According to the project manager, no model has been created for this converging system that could struggle to deliver skiers, or in the alternative, and perhaps worse, flood the Gondola with skiers who must then wait in long lines and experience significant delays. And if this happens to you and your family just once, it may be a long time before you try the Gondola again. These are all modellable issues but have not been modelled by UDOT. They are just regurgitating "data" and "conclusions" about the Gondola's efficiency from financially interested parties.

Even at first glance, this system may significantly “bottleneck” on the very days when there is congestion (i.e., new powder ski days, particularly weekends). Even in 2021, on these mornings, many thousands of anxious skiers rush the canyon to be early on the slopes at Alta and Snowbird. If the Gondola’s three delivery systems do work well, thousands of skiers may arrive at the base station in the first hour, and potentially, for several hour thereafter. Even at a quick two-minute loading pace of 30 plus skiers per Gondola car, thousands of skiers may be forced to wait in long lines to board the Gondola. Can you imagine the disaster if a Gondola car is not there to “whisk” you away for an enjoyable ride to the slopes as proponents are promising? Remember that the Gondola’s maximum hourly capacity is about 1,000 skiers per hour, so it can only deliver about 4,000 skiers in the period from 8:00 am to noon, and this assumes that the Gondola is constantly fed minute-by-minute at or above its highest capacity by the three delivery system, which is highly unlikely given all the mismatched steps in the three converging systems.

The Gondola itself may create unexpected delays that have not been considered. Every mechanical system has unexpected breakdowns. No one has ever built a Gondola this large or long. Estimated breakdown delays on a 10-mile-long Gondola may be something like five times the estimated delays for a two-mile gondola. Has this been studied? If a bus breaks down, you just move it out of the way, but if anything breaks on the Gondola, the whole Gondola stops working. We need the modelling to evaluate how much the Gondola itself may be down, and when it is, how well does the canyon function. It appears the assumption in the DEIS is that the only maintenance on the Gondola is planned maintenance in the late-night hours and nothing on the Gondola ever breaks unexpectedly.

SUPPORTING NOTES AND EMAILS

On August 5th, I started communicating with the UDOT project manager, Josh Van Jura about these issues. I noted: I talked today with Josh Van Jura, the EIS Manager for UDOT, about whether they have done a simple system model or simulation for the gondola proposal. Put simply, it would model question like: What happens when 3,000 people (total) arrive at the 3 parking lots at the same hour in the morning, all hoping to be first to the new powder? Since the gondola can move about 1,000 people per hour, the last group of the 3,000 does not leave the gondola base station for 3 hours because of a long line at the base station. The EIS says there will be a gondola car available to meet skiers every two minutes as if that means there is no line. Putting a steady state, 1,000-person per hour “bottleneck” in the skier delivery system just makes the system more complex and potentially slower than the bus. What if you were one of those early skiers, wouldn’t you just prefer to get on the bus and go straight to the resort and avoid the long line (or even the potential of a line) at the base station. This is the gondola’s Achilles heel, and it has not been well studied by advocates or detractors. I asked if they were interested in doing the system simulation or joining in one and he did not respond. They are doing some modeling of the pedestrian walk through of the base station and of the traffic at the 3 locations, but that will not be done until after the comment period closes, and that modeling is not the overall system modelling that needs to be done in any event.”

August 5th Response by Josh to Robert:

Robert,

Thank you for the call today. Below you will find my contact information. As a follow up, the Gondola loading modelling is currently ongoing and expected to be completed in the next few weeks. The model is being created so that vehicular arrival rates can be varied to study the effects of different ingress rates and base loading situations. As a reminder all 5 alternatives are being designed to handle the 30th busiest hour in 2050, this is a standard design parameter in the transportation world as designing to the busiest hour is cost prohibitive. I will let you know when we have completed the modelling and have had a chance to analyze different situations. Have a great day!

Best Regards, Joshua Van Jura

Utah Dept. of Transportation

Project Manager - Little Cottonwood EIS

[REDACTED]

Robert’s August 5th Response to Josh:

Thanks Josh. Can I get a copy of the study that estimated the number of skiers now and along the way to 2050? The 30th hour would be based on this. Right?

Robert’s August 10th Question to Josh

Josh, can you tell us what happens in the top 29 busiest hours? How many days are they on? How much backup occurs at the gondola? How much traffic backs up on the two state roads? I think we were all thinking things would be better in 2050 but the backup days now are 10 or less. It seems the top 30 hours could be spread on at least 10 days, and if so, we are not better off than now. Does the bus or the gondola have the greatest potential for surge capacity to handle the higher days, and the design day, or to increase capacity for all days? Can we be involved in your modelling now because it does not appear your results will be public in time for interested parties to review, comment, and suggest alternatives or additional modelling? Can you please send me the Fehr and Peers analysis we discussed ASAP? If we can't be involved in your modelling, can you suggest someone you might trust who is clearly independent that we could hire?

Robert's Second August 10th Question to Josh:

Another important question: What happens after 2050? Does canyon usage continue to increase at the same rate or faster? How do the different choices respond to this pressure?

NOTE: I appreciated Josh's first response, but he did not provide any further information or respond following his first email on August 5th. No modelling results have been released, but this kind of modelling is very time consuming and I'm not surprised UDOT has not completed or released results from even the first limited models of the two parking areas and the "base ramp to gondola loading process." We are still highly interested in being involved.

COMMENT #: 12877
DATE: 9/3/21 4:48 PM
SOURCE: Website
NAME: Kenneth Schmaizl

COMMENT:

Please Don't build the Gondola- To spend so much money and effect so many people and.... trees doesn't make sense for the 20ish days a year the canyon is backed up. Make Snowbird and Alta look into an alternative as they are the ones causing and profiting from the traffic. IKON pass, Paid or Reserved Parking. Employee Shuttles/Buses. So sad that an evasive gondola will be build and sit empty of people riding it 97% of the time. Still trying to understand how this massive of a project/eyesore will/can get approved? How?

COMMENT #: 12878
DATE: 9/3/21 4:51 PM
SOURCE: Website
NAME: Tim Shupe

COMMENT:

I am in favor for a gondola system, I feel it would best improve the situation, and even add to the attraction for visitors to come to utah to enjoy the wonderful terrain and amazing area.

COMMENT #: 12879
DATE: 9/3/21 4:52 PM
SOURCE: Website
NAME: Malin Moench

COMMENT:

The best way to solve the traffic problems in Little Cottonwood Canyon isn't either of the alternatives settled upon by this EIS. Alternative 1 is a gondola running the length of the canyon mounted on 200-foot towers, visually blighting the canyon beyond recognition. Alternative 2 is a bus option coupled with heavy modification of the existing roadway with a third lane and numerous shed roofs built in avalanche areas as well as new and expanded parking areas.

Both alternatives are exorbitantly expensive in two ways-financially and environmentally. The financial cost will be roughly half a billion dollars for either alternative. The environmental cost will be a permanent scarring and blighting of Little Cottonwood Canyon's national-park caliber scenery, which is the canyon's real recreational draw for three-quarters of the year. In settling on these two high-damage alternatives, the premise of UDOT seems to be that we have to destroy-or at least severely compromise-Little Cottonwood Canyon, as we know it, in order to save it.

The truth is that Little Cottonwood Canyon's spectacular scenery needs the same kind of protection that it would receive if it were a national park, even though it is not officially designated as one. Its value as a watershed, and a hiking and climbing mecca also would qualify for national park protection if we were to start over from scratch in our designing our nation's land use policies. For this reason, the ultimate fate of Little Cottonwood should not be left to non-elected bureaucrats at UDOT. Their mission is narrowly defined as one of getting as many people moved from Point A to be Point B as fast as possible, regardless of the risk to all of the other values that Little Cottonwood offers. When there are so many competing values at stake, a much better approach to Little Cottonwood's traffic congestion problem is the one taken successfully by Zion National Park, as I discuss in more detail below.

The gondola is not a real transportation solution. It's a fancy ski lift whose primary purpose seems to be to increase the profits of the owners of Alta and Snowbird resorts, since it will only operate during the winter ski resort season. It's impractically becomes obvious when its impact on travel times is analyzed. Cutting travel times is critical when searching for a solution that will get people out of their cars and onto public transit. UDOT estimates the gondola will take 55 to 59 minutes to ride, compared to 38 minutes if you take the bus, and 36 minutes if you drive yourself. Parking fees and space constraints at the few gondola base stations will divert many to distant parking lots to take a bus to the base station, all before stepping onto the gondola.

Taking the gondola means arriving at least 23 minutes later than all other alternatives, and substantially later than that for those who have to take an additional bus to the access a base station. This is a major disincentive to take a gondola, knowing that it take an extra 20-30 minutes, and in many cases 40-50 minutes compared to driving.

UDOT says the gondola is the most reliable option when there is avalanche danger. But this advantage is small, because the gondola cannot be operated when avalanche teams use artillery for avalanche control. When there is avalanche shooting over the gondola's route, cabins must be unloaded from cables, cables and towers must be inspected, and then cars have to be reloaded onto cables before the gondola resumes operations.

When avalanche conditions are very high, skiers are likely to be under an Interlodge order, in which all canyon users are legally required to be inside. Under these conditions, the gondola will not run. High wind events, ice events, mechanical breakdowns, and power outages also will interfere with gondola service. All of these eventualities reduce reliability, which is the gondola alternative's main selling point.. Cross county skiers, snowshoers, or winter rock climbers wanting to access trailheads but will not be able to if they ride a gondola. These people will have to drive their cars to trailheads. Under the gondola alternative, visitors would also have to drive private cars to events like Snowbird's Oktoberfest,

while the gondola sits idle high overhead. Buses, on the other hand, are flexible enough to fill all of these needs.

UDOT should take a page from Zion National Park. With nearly 3 million visitors a year almost all of whom try to crowd into one narrow canyon, Zion has put together a successful shuttle bus system that ferries visitors from the neighboring towns to the park entrance, and then transfers them to the main canyon shuttle. The Zion canyon loop shuttle has a 6-10 minute wait time. It carries over 19,000 people on a typical summer day. Despite numerous stopping points along the way up and down the canyon, it has an average productivity rate of 114 passengers per hour for the entire route. Its productivity rate is higher than most light rail lines in the US and is comparable to America's highest ridership bus lines, such as San Francisco Muni's famous 38-Geary. Zion's town loop shuttle has two-thirds of the productivity of the canyon loop, even though it serves more dispersed pick up points.

Because of its frequency, reliability, and efficiency, between 98 percent of Zion visitors approve of the shuttle and believe that it enhances their overall park experience. There is no obvious reason that Little Cottonwood Canyon couldn't solve its congestion problem the same general way that Zion National Park does. It could establish a reliable, high-frequency shuttle that obviates the need to take a private car up the canyon and park it for the day. Such a system would also obviate the need for private buses to go up the canyon, drop their passengers, and idle endlessly pouring diesel fumes into what otherwise would be clean alpine air, until their passengers are finished skiing and ready to return to the valley.

Adding more public shuttle buses to the existing roadway can be more quickly implemented than either building a gondola or adding a third lane and associated parking points and sheds, while retaining long-term flexibility that UDOT's two preferred options lack. A Zion Park-style shuttle system can be implemented successfully without widening the road. This would consist of expanded bus service that picks people up from numerous locations across the valley, offers express buses to the resorts and shuttles for dispersed trailhead users, includes tolling, limited paid parking for private vehicles, and effective enforcement of the tire traction policies. This would solve the traffic congestion problem at a far lower cost than either of the two alternatives that UDOT has settled upon here, and would do it without permanently marring the canyon.

COMMENT #: 12880
DATE: 9/3/21 4:54 PM
SOURCE: Website
NAME: Catie Robinson

COMMENT:

please please please consider other options that don't include a gondola. this canyon is not getting any bigger and creating something to just shove more ppl in , is not the answer. we are loving this canyon to death (and the planet) but if we could see this as an opportunity for others, and set an example, lead by an example. but that example is not a gondola. more efficient and user friendly bus schedules. how to get up the canyon in the morning, should take some time in figuring out. why people just congest 210 is because they're enabled to, is easy to. not saying make a complicated schedule for buses but make it so it spreads out the routes coming into the canyon.

i have been in this canyon since 2009 and seeing the growth is quite mind boggling. there is no way to accommodate for it. we need to learn how to control it. we have clearly found this canyons limits, and it's scary to want to push them.

thank you
catie

COMMENT #: 12881
DATE: 9/3/21 4:54 PM
SOURCE: Website
NAME: Deborah Case

COMMENT:

LCC EIS Comment

Upon reviewing the two current EIS LCC alternatives, I can't help but think of King Solomon and "cutting the baby in half".

The option (s) available is not suitable and does not adequately address the issue. Instead, it is destructive to the ONE thing we are trying to address. The canyon.

First and foremost, at the heart of the topic is the Canyon. Not the roadway, a gondola or increasing visitors. Relieving residents from being trapped on snow days is an issue. Peoples daily lives are am issue. Traffic ONLY on snow days is an issue.

A complex, destructive, short-sighted, and expensive project that does little to address the issues, is not the answer.

Exploitation and destruction of an irreplaceable natural resource for the State and private industrys profit, at the taxpayers expense, is not a viable reason.

I am an experienced Canyon user, with a decades long history dating back to the 80's, and currently make over 100 trips a year into the canyon for peace and recreation. I have seen many snow days, and know first hand the issues. These are not viable solutions to the problems.

I CANNOT thoughtfully support

- Widening of the road
- Damage to this unique and world acclaimed environment
- Damage to native animals and plants
- Additional salt into our watershed
- Additional pollution
- Higher speeds that are detrimental to the vulnerable users that we aim to attract and utilize this area.

Widening roads in not effective on snow days. Due to human nature, drivers tend to drive single file on heavy snow days for safety. This eliminates the effectiveness of widening or multiple lanes. Currently, drivers do not utilize all the lanes they have on snow days.

The 2 alternatives suggested are far too large scale, costly and destructive to validate their small contribution to easing a few traffic days.

The alternatives do not seem to take into account todays actively changing transportation or work from home "environment, or the environment of the future.

The data being presented in analysis is already obsolete and no longer is representative of recent human use changes, climatic changes (shortening winter season), future advances in transportation, trends, or future transportation infrastructure development throughout the Salt Lake Valley and state. These solution alternatives are "cutting the baby in half". They are destructive to what we want to elevate and protect.

Please consider moving in the lower scale, less damaging, costly, destructive, and easily modifiable direction of

- enhanced bus service
- mobility hubs
- greater snowplowing efforts

- additional policing officers (assist drivers needs and infraction)
- use of parking reservations
- mountain compliant vehicle enforcement

In addition, please take special notice to the suggestions made by organizations that reflect the peoples best interest, such as the Central Wasatch Commission (CWC) PILLARS document and comments from Utahs League of Women Voters.

Thank you,
Deborah Case

COMMENT #: 12882
DATE: 9/3/21 4:55 PM
SOURCE: Website
NAME: Caroline Gleich

COMMENT:

My name is Caroline Gleich and I'm a Utah based professional skier. I moved to Utah 20 years ago. Growing up, Little Cottonwood Canyon captured my imagination, and I've devoted much of my adult life to pursuing my passion there as an athlete.

I oppose expanding the road or building a gondola until other steps have been tried. For example, one of the biggest reasons I see congestion in the canyon is because the park and rides fill up before 8 am on powder days. A first step should be to expand park and ride parking and access. The gravel pit that is currently at the base of Big Cottonwood Canyon should be closing soon and could be converted into a giant transit center. This would eliminate the bottle neck that often forms on Wasatch Blvd to enter Little Cottonwood Canyon. Imagine a massive parking center with coffee shops, breakfast burritos, local stores, donuts and tacos. Every skier would want to park there and carpool/ride the bus. Imagine heated waiting places with nice bathrooms. Currently, the Little Cottonwood Park and Ride does not offer people an attractive waiting spot. The bathrooms are old pit toilets, there is no heated area to wait. Buses run intermittently and do not start early enough or run late enough for backcountry skiers or resort employees.

The next step is to deploy small shuttles in addition to buses to serve other trailheads/locations such as the White Pine parking lot which fills up so quickly in the summer and the winter. Public transportation/buses should be electrified so idling buses do not create harmful air quality. Park City serves as a good model for the possibility of electrified bus transportation. The park and rides should be expanded across the valley and connectivity from Park City should be considered.

Before building a gondola or expanding the road, we should try enforcing AWD/snow tires rules all winter, especially for trucks carrying cargo to and from the resorts. Instead of spending hundreds of millions of dollars on a gondola that would only serve the ski resorts, how about spending tens of thousands to hire someone to enforce AWD/snow tire regulations in the winter?

And have we studied the effect of having a toll, with a way for people from low-income families to apply for a free pass?

Spending hundreds of millions of dollars of Utah taxpayer money for a solution that only benefits resorts is unethical.

Like millions of other people, I love Little Cottonwood. But the current transportation challenges make it incredibly difficult to visit during the winter and on busy days during the summer. I want a long-lasting solution as much as everyone else. But I've seen with certain kinds of development that once you scar the land, you can't go back.

When I first started my career as a pro skier, I was quoted in a film saying how the Wasatch is like the Alps and how fun it is to ski between the resorts. But that was before I'd ever visited the Alps. The Wasatch is not like the Alps at all. It pales in comparison in size and scale. Furthermore, as an environmentalist, I don't believe we want or need that scale of development.

I believe we owe it to the future generations to try other solutions before permanently altering the canyon. Transportation solutions need to be accessible and inclusive. We don't need an expensive project that will forever change LCC for congestion that is only an issue 10-20 days a year.

COMMENT #: 12883
DATE: 9/3/21 5:00 PM
SOURCE: Website
NAME: Patrick Pfister

COMMENT:

There's obviously no perfect solution to traffic and overcrowding in LCC. That being said, a gondola that stands to only benefit two private companies for only several months a year at taxpayers' expense is by far the worst solution, if you could even call it a solution at all. The gondola won't be able to run during avalanche control due to putting guests in the line of fire from live artillery. There is no incentive for backcountry users to take the gondola due to no station at either Tanner's Flat or White Pine. It won't solve overcrowding because it seems the only goal of it is to put even more bodies in LCC. And yes, it would obviously permanently ruin the dramatic views LCC has provided locals and tourists since the early mining days of the town of Alta.

So what can be done? Instead of destroying more of our ever more limited natural environment, why don't we work with what we already have? We can start with a dramatic increase in bus service. If you've ever tried to take the bus on a weekend or pow day you know it can be almost impossible to get on past the 6200 park & ride going up in the morning and past the Cliff Lodge going down in the afternoon. Sure, there's another bus scheduled in 15 minutes. But chances are that one will be full too. Most people will lose their patience after one full bus doesn't let them on. And they'll simply elect to drive every time from that point forward.

Which leads us to our next problem: The dreaded Red Snake. Yes, any car can slide off the road in adverse conditions. But it seems like the vast majority of the time it's a 2 wheel drive car with no snow tires and no chains or an all wheel drive rental car with a driver that has no business driving in the snow. So to help alleviate traffic I suggest the following:

First: An outright ban on 2 wheel drive vehicles during the winter driving season, regardless if they carry chains and have snow tires. That alone will force a lot of people to either start carpooling or to take the bus (which again, needs to have a dramatic increase in service).

Second: Have UPD set up checkpoints at the top of the canyon in the afternoon to enforce the traction laws when a storm moves in during the day. Lately there have been too many days where a big storm is in the forecast but the road is dry in the morning so the traction law is not in effect. All the unequipped vehicles go up on the dry road and slide off on the snowpacked road coming down. The traction law is in effect, yet I have never seen the police enforcing the law or checking vehicles before heading down. So if you don't want to enforce the traction law when the road is still dry, it needs to be enforced with checkpoints at Snowbird and Alta for vehicles driving down.

Third: Make the sticker program that UDOT has experimented with the past two winters mandatory. Make anyone that wants to drive their personal vehicle up canyon in the winter have their vehicle certified to drive in severe winter weather. No sticker, no access. No exceptions. I'd gladly pay a reasonable fee to have my vehicle certified to drive in the winter. Again, this solution would remove a lot of the problem vehicles from the road and increase the amount of people carpooling and taking the bus. And on that note, ban single occupant vehicles from driving up canyon at peak hours. Most of us drive trucks and SUV's that fit multiple people. Hold us more accountable on that front and make U-210 operate similar to an HOV lane on the freeway.

In conclusion, the best option for the future of LCC is to ban 2 wheel drive vehicles in the winter, enforce the traction law at the top of the canyon, not just the mouth, and make anyone who wants to drive their personal vehicle up canyon in the winter get their vehicle inspected and certified for adverse winter driving conditions.

A taxpayer funded gondola for two private companies is not a solution and will only exacerbate our current transportation and overcrowding problems. It is incredibly shortsighted and in no way should be supported. Let's not ruin LCC for future generations just so Snowbird and Alta can further deepen their greedy pockets.

COMMENT #: 12884
DATE: 9/3/21 5:01 PM
SOURCE: Website
NAME: Troy Tully

COMMENT:

The problem with Little Cottonwood Canyon has very little to do with transportation issues. Last year there wasn't a single day where the traction law was enforced. 99% of the time the slow roads have to do with bad drivers and 10% of the road, there are very obvious spots that are almost always really dangerous and people need to go very slow in order to make it down properly. The current solutions present no real intricate knowledge of someone who actually drives the road a lot. I promise if you put in snow sheds in areas where the road gets extremely slick, make the bus system free for anyone, and **ACTUALLY ENFORCED THE TRACTION LAWS** there wouldn't be such a [REDACTED] show. Furthermore, the fact that we can't put a tunnel for trains is mind blowing. The most forward thinking solution is to put a train from SLC to park city, to BCC, to LCC. This alone would be step forward for the public (who is paying for this [REDACTED]) and importantly the working class who travels up and down parley's canyon to work for a bunch of rich people in Park City. It would also push people to stay up in park city, and also keep the people who are in park city, up there and not using I-80. I understand how large of a project that is but if we want Utah to actually become a prosperous place that isn't held back by it's short sighted planner, we need to develop public transport that is 10-20 years ahead of when we "need" it. This whole project is a bandaid for the problems that BCC faces, Millcreek faces, eventually parleys etc. I'm not here telling you that its possible, but what I proposed is certainly the best solution for the future and for now. anything short of that that invests in large infrastructure is a waste for when we finally make the push for a train up and down parleys and through the mountains to BCC and LCC, maybe even to heber... These solutions don't even help BCC which is hilarious considering how bad the traffic was for them as well. With all this said I appreciate you all putting in the time to figure this all out. I would love nothing more than to help out as transportation has been a big focus of mine my whole life. (trains are subsidized in other countries and not in the U.S., specifically in the U.S. train companies pay land taxes where they don't in other countries...)

COMMENT #: 12885
DATE: 9/3/21 5:02 PM
SOURCE: Website
NAME: Denise Chancellor

COMMENT:

I adamantly oppose any of the Gondola alternative for a number of reasons. First, the towers (some of which will be 230ft high) will be an ugly eyesore on an iconic landscape. Grading a vegetation clearing on slopes greater than 15% for construction and access will be a permanent scar. Flashing red lights to comply with FAA will focus attention on the huge towers as well as impinge on dark skies that now exist in most of the canyon.

Second, the Gondola alternatives are exorbitant in cost and limited in addressing year round traffic in the Canyon. The Gondola ONLY serves the ski resorts during the ski season; it is an elitist clientele that will be served and a government subsidy that will be handed to ski resort operators. Moreover, the Gondola will not operate during avalanche conditions; the cabs must be removed from the cables, the cables inspected before they are replaced on the two dozen towers. How much delay will be caused by these activities? Will the repositioning of cables, etc. during severe storms lead to enhanced safety risks for maintenance personnel?

Third, the Gondola capital costs all occur upfront. Also, there is no flexibility to change the infrastructure once built if conditions change. A limited bus alternative should, at least, be tried before sinking mega dollars into a project, one with limited impact on year round use of the Canyon.

Fourth, cost comparison of Gondola vs bus alternatives is misleading. They are not equivalent. Bus service can run throughout the year and stop at various points in the Canyon. The Gondola is at best a six month operation. Given climate change and the warming in the West, the snow season is likely to be severely shortened during the expected life of the Gondola. You need to address this issue in the FEIS.

Finally, the travel time among the various alternative is marginal - in most cases bus travel is faster. While a gondola may appear to be a sleek alternative, I for one prefer a more limited and gradual approach by using road tolls and enhanced bus service as the first step. Other alternatives such as snow sheds can be added later if needed.

COMMENT #: 12886
DATE: 9/3/21 5:03 PM
SOURCE: Website
NAME: Linda Hoge

COMMENT:

I think the gondola would work best for the environment and driving frustration! The canyon ia a treasure of the west and shouldn't be destroyed with more "black top" roads!

COMMENT #: 12887
DATE: 9/3/21 5:03 PM
SOURCE: Website
NAME: Joseph Johnson

COMMENT:

Am I excited that we're taking action Yes. Do I think this solution is short sighted considering the growth SLC is, and will continue to, experience? 100%. While a temporary stop gap, gondolas do not allow us to continue to react to the inevitable growing traffic. A gondola in LCC will help, but imagine what it's going to do to BCC. It frustrates me that we continue to ignore trains as a solution when we've seen how well they work from our european counterparts.

COMMENT #: 12888
DATE: 9/3/21 5:05 PM
SOURCE: Website
NAME: Brooklyn Cragun

COMMENT:

I feel that neither alternative is an appropriate solution. Before we go to extreme measures that will forever change Little Cottonwood, we should first try less destructive traffic mitigation measures like a better bus system on the current road or winter weekend tolling. The gondola will not fix winter traffic, and the road widening is unnecessary before trying less extreme measures. This will greatly affect the safety of rock climbers, hikers and other athletes in the canyon, and these solutions don't take into account the countless other recreation opportunities that happen in the canyon all year round - in fact they come at the expense of them. This will increase potential injuries for recreational sports.

COMMENT #: 12889
DATE: 9/3/21 5:08 PM
SOURCE: Website
NAME: Lucia Leon Magana

COMMENT:

I support the bus service. People would enjoy to take the train and the scenery

COMMENT #: 12890
DATE: 9/3/21 5:08 PM
SOURCE: Website
NAME: Ray Klukoske

COMMENT:

Tell Alta/snowbird they need to build a new parking garage before they try to build any more new lifts.

COMMENT #: 12891
DATE: 9/3/21 5:08 PM
SOURCE: Website
NAME: Otto Solberg

COMMENT:

You've probably read through countless arguments against the gondola. The list of issues with this proposal goes on and on, and I don't need to repeat them.

However, let's examine the root of the issue here. Highway 210 has no issue servicing the public land in Little Cottonwood Canyon. Highway 210 has issues with servicing the expanding private businesses in Little Cottonwood Canyon.

If these private businesses, Snowbird and Alta, want to continue bringing more skiers up the canyon, they should be responsible for bringing them up. Just as Snowbird shuttles guests through their parking lots, they should be shuttling guests up and down the canyon.

This solution, similar to the Zion shuttle solution, would accommodate some of the nuances of LCC.

But where will these guests park? That's where our local government can step in to help. We need transportation hubs near the bases of Little and Big Cottonwood. These hubs should include covered parking decks and public transportation stops. The roads leading to these transportation hubs need to be well thought out to avoid creating traffic problems in our communities. These transportation hubs could become great places for local entrepreneurs to open cafe's, restaurants and even ski shops.

But what if you're not going to the resort? Public land users, hotel guests, etc. could check in at a booth at the bottom of the Canyon to ensure they have proper tires/chains before driving up the Canyon. The resort shuttles could bypass this booth to ensure their efficiency.

This model addresses the parking issues at the private ski resorts and holds them accountable for the usage they want in the Canyon. They could simply cap the numbers of skiers per day like Powder Mountain if they didn't want to pay for shuttles.

This model recognizes that Little Cottonwood Canyon is full of public land and should be accessible for everyone, not just those using private businesses.

This model recognizes that Little Cottonwood Canyon is a fragile and "beautiful ecosystem that would be damaged by expanding roads or adding a gondola.

Why would we consider placing destructive, expensive, and ineffective solutions to two private business's problems on the backs of taxpayers? This is a resort problem that is impacting the public, not the other way around.

COMMENT #: 12892
DATE: 9/3/21 5:09 PM
SOURCE: Website
NAME: Jordan Buttars

COMMENT:

As a canyon resident I appose the gondola project. We know this isn't about helping the congestion situation because clearly anyone can see it won't change anything. It is clearly a business plan to benefit the resorts and la Caillie. There are other methods and ways to solve this issue that really is an issue only a few days of the winter months. To spend this amount of mo day and destroy the beauty of the canyon would be a shame. Please don't do the gondola.

COMMENT #: 12893
DATE: 9/3/21 5:09 PM
SOURCE: Website
NAME: Adam Lenkowski

COMMENT:

I am strongly opposed to the Gondola option. And slightly less opposed to the widening of the road option. There has to be some common sense middle ground solutions before these extreme measures are taken.

The Gondola will cause irreparable harm to LCC. You just can't put a price on the inherent aesthetic beauty of arguably the most gorgeous canyon in the Wasatch. You will see 200+ foot tall metal structures from every single vantage point, some of which will require FAA strobe lighting, no matter where you are in the canyon. And there is no need. We are supposed to be protecting these precious lands we enjoy so much. If this actually was going to solve the problem, this might be acceptable. The Gondola will take too long, be too expensive, and will just push the traffic jams even further back into the neighborhoods where people are already complaining. I recreate in Little Cottonwood all year long. This option is not scalable, and will only slightly ease congestion on the busiest 10-20 holiday or powder days per year. The mere fact that the largest corporations are intensely lobbying and marketing for this option should tell you something...Taxpayer funded for private gain. This is NOT what the people who call Little Cottonwood Canyon home want.

As for the buses and widening of the road...Utah has never had a reliable bus system for the canyons. It's never been even attempted. They are too infrequent, take too long, and are too crowded. Too widen the roadway just for a bus lane also makes no sense. If you really want to widen the road and make it effective, it needs to be like the tollways in large cities where the priority lane goes with traffic in the morning, and then switches to come down canyon later in the day when everyone is leaving the resorts. It makes so much sense from a traffic flow standpoint.

So, what are the other options that we haven't even attempted? Make a toll. Incentivise carpooling, add more buses and parking stations at the base.

I would like an explanation, how will the gondola solve the original problem of safety, and traffic congestion in Little Cottonwood? Also, why are we ignoring Big Cottonwood? That canyon has become the new little cottonwood in terms of traffic. Sure, there aren't as many avalanche paths so it has a lower danger rating. But people are getting turned around from up there on every busy weekend...What is the plan for Big Cottonwood?

COMMENT #: 12894
DATE: 9/3/21 5:10 PM
SOURCE: Website
NAME: William Hoge

COMMENT:

I have been skiing LLC for over 65 yrs and seen the traffic increase over the years. You are going to need both the gondola and improved road conditions to handle the popularity of a world class destination. LLC is not just for locals; Snowbird and Alta are must visit resorts the World over. Start with the gondola first and do it well.

COMMENT #: 12895
DATE: 9/3/21 5:12 PM
SOURCE: Website
NAME: Summer Millican

COMMENT:

I'm a new resident of Little Cottonwood [REDACTED]
[REDACTED]. I am writing to suggest a delay of the gondola project, not necessarily an outright refusal of it.

My primary concern with the gondola is not the destruction of the area or the views. Although I would hate to see those views destroyed as I now appreciate them from my own home, it seems like a lot of petty whining on behalf of very privileged people to complain about something like a lost view, when environmental stability is at stake for all of us. Rather, I take issue with the funding structure of the project and its lack of topographical reach.

In its current phase, it is clear to me that this project exists primarily to benefit private businesses (Snowbird, Alta, and also LaCaille) by stopping directly at their premises and running only during ski season. This does nothing to benefit public access to trailheads and campsites in the canyon, which could be accessed outside of ski season by a larger portion of the population, as they depend on hobbies like hiking and camping that are more financially accessible than skiing. Therefore, it's deeply problematic to me that public, taxpayer dollars would be used to solve the problems of private businesses which primarily cater to elite subsets of the population for only a short time of the year. If this were truly a project meant to benefit the public at large, the gondola would run year round, serve multiple stops for multiple outdoor recreational activities, and also cost little or nothing to ride. Furthermore, if this project were truly meant to ameliorate the traffic caused by the ski industry and also present an avalanche proof situation, I think it should connect both Big and Little Cottonwood Canyons. Put simply, if this project truly aims to solve the problems it claims to solve at the scale it intends to solve them, it needs to cover even more ground and cost even more money and take even more time to complete.

I have only lived in Salt Lake for six years now, and I am originally from flat and snowless Oklahoma. I may not be the best person to determine what the ski industry really needs. However, as an outsider, as a hiker and not a skier, and as a public and now private school teacher, it has become clear to me in the last six years that skiing is an excessively hobby that attracts and retains only the wealthiest members of society. Utah's public transportation needs as a whole far outweigh the wishes of a single industry. Transportation funding should be used to benefit the entire population, not simply the people who already have so much that they think that lost views are an actual threat to their existence. Please use your current funds to make public transportation more reflective of the people's needs, not the wealthy's wants.

COMMENT #: 12896
DATE: 9/3/21 5:12 PM
SOURCE: Website
NAME: David Green

COMMENT:

I'm concerned about the environment as well as the fact on the beauty and solitude of the Cottonwood Canyon. I would favor system where more parking place in the mouth of the canyon and there was a more robust busing system.

COMMENT #: 12897
DATE: 9/3/21 5:16 PM
SOURCE: Website
NAME: Erin Hofmann

COMMENT:

The gondola is a horrible, environmentally destructive use of money. The return on this investment will never be seen. Instead, the money would be better spent expanding buses and park and ride facilities. The easier it is to use public transport, the better. There is no way to justify this spend for two privately-held companies while also destroying a natural recreational area. Please do not build a gondola.

COMMENT #: 12898
DATE: 9/3/21 5:18 PM
SOURCE: Website
NAME: Bene Dansie

COMMENT:

The gondola is not beneficial to the local community. It will not improve traffic or the commute. It infringes upon the natural state of the canyon and what people go to see.

COMMENT #: 12899
DATE: 9/3/21 5:20 PM
SOURCE: Website
NAME: Kristin Mullen

COMMENT:

Do not implement these proposals. They are destructive, costly, unsightly, and unnecessary.

All that is needed:

Enforce snow tire / chain compliance.

More buses. Build a parking garage at the base. Tolling. Parking reservations possible.

Please do not permit more people up the canyon than it could handle. The lift lines are already long. I do not want to arrive and spend money to ski and not be able to ski b/c of so many in line. Neither do tourist. Please please please do not ruin this for your city and your skiers.

Please spend this billion dollars on ways that can help our community. Help the homeless. Build low income housing. Give teachers pay raises.

I ski Alta. It is my mountain. I don't think I could go back if this destruction and disrespect to our mountain happens.

COMMENT #: 12900
DATE: 9/3/21 5:21 PM
SOURCE: Website
NAME: Angie Packer

COMMENT:

I vote for busses with no cars as they have done in Zion canyon.

COMMENT #: 12901
DATE: 9/3/21 5:22 PM
SOURCE: Website
NAME: Mindi Hamilton-Novasio

COMMENT:

I am extremely concerned with both of the proposed solutions for Wasatch Blvd and LCC. Neither option is ideal for the residents of this area. While I realize we can't always keep this a sleepy little town like we would like to, both of these plans are not fiscally responsible. We can't go from having minimal public transportation in the area, to jumping right to adding 5+ lanes of traffic and/or a gondola. Neither of these options are fiscally sound. Why do we always jump to paving everything with faster and faster speed limits through residential neighborhoods? It makes ZERO common sense. People still live here... this isn't just something to push forward to keep the ski and tourism industry happy while ostracizing the community. We need to take a stepped approach to see what works. Why not start small? The ski resorts had a parking reservation system that they were using for Covid. Why not make that permanent. If you don't have reserved parking, you take public transportation. Then, make sure there are buses running every 10 minutes in both directions. I think you will find there are a lot more people that will use it if you actually make it functional. Maybe consider adding to the price of a season or day pass so all skiers cover the bus system instead of paying each time.

We need to realize that adding more lanes to Wasatch Blvd between Big and Little Cottonwood Canyons just adds to a wider parking lot during the Winter months because all of these lanes have to funnel down to single lanes to go into the Canyon. So... it's just dumping more emissions into the air while these cars wait. We already have problematic air, why purposely create a bottleneck to make it worse? Why only have these two terrible options? Why are we not exploring various bus hubs that scatter the traffic instead of concentrating it all on Wasatch Blvd. We already can't get out of our neighborhoods during the Winter months now. It can become a literal parking lot when they are avalanche blasting in the Canyon. Adding more lanes will not help. I can't even tell you how many times I have to call the school and tell them my children will not be on time. It became quite common for me to not be able to drive North on Wasatch Blvd for less than a mile in 45 minutes when there is avalanche blasting going on.

Again, why is UDOT proposing hundreds of millions of dollars of very expensive transportation improvements only to benefit our ski and tourism industry at the detriment to the actual residents that live here? This is unethical and fiscally irresponsible! For far too long, the developers in this area get what they want and the residents get shafted! Enough is enough!

UDOT has only focused on peak transportation scenarios, all while completely ignoring non-peak times. For those residents, like myself, that drive Wasatch Blvd multiple times each day, as it is the only route out of my neighborhood, it concerns me to take an already bad stretch and make it worse. Not to mention, the detriment it will have on our property values.

Another thing... the gondola towers are a COMPLETE EYE SORE! Why on earth would we every destroy the look of our beautiful canyons with this?

Likewise... nobody wants a 2 mile stretch of freeway running through their neighborhood, only to have it come to a screeching halt when it has to funnel down to single lanes in all directions. Again... ZERO common sense and fiscal responsibility to either of the proposed solutions.

When you talk about growth projections for this area, I think they are misguided. First, so much of our land is already built out on the East side. Secondly, why on earth are we not finishing Highland Drive past the Home Depot on 9400 South first, when the land is already set aside to do this. Highland Drive

would make far more sense, as it is more centrally located and would have the option of providing a better commuting option. Your projections for growth are quite speculative right now.

Please bring some better proposals to the table. The residents have been telling you for years these two solutions are problems. You had all sorts of public comment sessions, and listened to NONE of the proposed solutions we provided. Why did you have public comments if you are right back to the original two solutions you always planned? Even Mayor Jenny Wilson has opted for more fiscally responsible solutions. Let's start with a lot more frequent public transportation options, better bus hubs scattered away from Wasatch Blvd so all the traffic doesn't collect to add to our poor air quality, and continue with the parking reservation systems at the ski resorts that were implemented during Covid. This is the ONLY responsible stepped approach. It creates a great baseline that helps understand what works and doesn't work before destroying neighborhoods and canyons with fiscally and ethically irresponsible projects.

Thank you!

COMMENT #: 12902
DATE: 9/3/21 5:22 PM
SOURCE: Website
NAME: Matthew Bouis

COMMENT:

LCC needs Unified Police to enforce traction control laws at the bottom AND the top of the canyon. UDOT should be able to proactively declare traction control based on the forecast. Unified should be punishing those who violate the rules. These basic steps along with updating how the canyon is managed on extremely busy or inclement days is the simple and cheap solution that is getting ignored. Expand the buses at the expense of vehicular traffic but in smart ways using the existing roadway. Utah does not need to spend a billion dollars on tourists and people from California ruining our watershed. Also, the developers are lying to us. We do not need more people up the canyon. Covid-era winter taught us that LCC is full and that crowd mitigation is easily enabled by resorts managing their parking.

There are many incremental options that are being ignored in order to subsidize one canyon and those who stand to benefit from a gondola. Of course, a billion dollar project filled with local kickbacks fails to even evaluate the simple and cheap options. First, enforcement of the traction laws via a massive expansion of the UDOT approved traction control sticker will bring about a culture of vehicles and humans capable of getting up the canyon, plus it's an easy enforcement mechanism. Fine violators or let them have no fine after they improve their vehicle and get the UDOT sticker. It's crazy that UDOT can't proactively activate the traction control signs based on forecast weather. So many LCC traffic jams are due to one selfish human driving up or down the canyon when they should not.

Secondly, pulsing the canyon traffic by strategically holding traffic at certain points throughout the travel experience, up and down, will reduce bottlenecks and allow for "prioritized traffic" to make it through, such as emergency responders, buses, canyon employees and other essential workers. This pulsing concept is how music shows and festivals manage to handle hundreds of thousands of people. We haven't even tried a solution that is based on innovative thinking instead of pointless development. Unified officers are equipped and should be tasked with a higher degree of management in the canyon on certain declared "Extreme Condition" days. Also, much better signage on the road informing the ill-equipped drivers of dangers is a cheap but effective upgrade to reduce problems at common crash areas. If all the vehicles in the canyon really had the traction control devices they should and then used the way they should, so many awful red snakes would be avoided. Rental agencies at the airport MUST share this burden.

Finally, it's happened. We must accept it. LCC is full (at capacity) on certain days. The gondola would be a disaster to the experience in the canyon. It would bring up 10x the amount of people possible on the roadway. It would erode the experience and overtask a critical watershed with human waste and excess. It ignores everything about the non-resort activity that occurs year around in LCC. Subsidizing Alta and the Bird is a careless give away to those who do not deserve it.

Please, let's not take either option. Let's take a moment to investigate the small improvements that are cheap before we waste billions of tax dollars on rich people and 15 days of traffic.

COMMENT #: 12903
DATE: 9/3/21 5:23 PM
SOURCE: Website
NAME: Greg Packer

COMMENT:

Add bus service. Limit cars.
No gondola.

COMMENT #: 12904
DATE: 9/3/21 5:24 PM
SOURCE: Website
NAME: Dale Chalmers

COMMENT:

Leave Little Cottonwood Canyon alone. No mater what you do, there will be a bottleneck somewhere. When I-215 so. opened up about 40 years ago it did not fix an unfixable problem, just like you want to spend 1/2 billion dollars of taxpayer money to not fix the same problem. It's not your money to spend. There will always be someone first in line no matter how long or hard it is to get to the top. It took me 25 minutes to go the last mile and park at Fashion Place Mall yesterday. Traffic was back up from North Salt Lake to Ogden today. Lots of traffic problems. Leave Little Cottonwood Canyon alone!!

COMMENT #: 12905
DATE: 9/3/21 5:26 PM
SOURCE: Website
NAME: Adam Dunford

COMMENT:

I would like to add my voice to seek more time for comment from the community. As I have researched this issue and found many organizations on both sides, I support the ideas brought up by the Save Our Canyons organization. I oppose actions that include large-scale construction projects that detract from the natural resources of Little Cottonwood Canyon, like the gondola or road-widening.

COMMENT #: 12906
DATE: 9/3/21 5:26 PM
SOURCE: Website
NAME: Mark Mccoy

COMMENT:

I really can't believe we are considering a tax payer funded gondola up LCC in order to get skiers up to private ski resort. I love Alta and snowbird but this just isn't the right move. Are we really going to spend half a billion dollars to satisfy one user group at the expense of all the others that would extremely negatively effected? The boulders that would be destroyed are truly iconic and famous throughout the world. Let's not ruin that just to help skiers on 10-15 days of powder. Why can we not consider a toll to help reduce traffic up LCC. Let's make the right decision and consider other alternatives!

COMMENT #: 12907
DATE: 9/3/21 5:26 PM
SOURCE: Website
NAME: Scott Keller

COMMENT:

Definitely No to the gondola.

Widening is also not desirable but the lesser of two evils.

Prefer to close the canyon to most traffic and force most oriole to ride the bus. Follow the Zion model.

COMMENT #: 12908
DATE: 9/3/21 5:27 PM
SOURCE: Website
NAME: Emily Adler

COMMENT:

More busing before a gondola. The gondola is not a real solution, and will not help local Utahns get into the Montaigne year round

COMMENT #: 12909
DATE: 9/3/21 5:27 PM
SOURCE: Website
NAME: Diane Chalmers

COMMENT:

Do nothing to Little Cottonwood Canyon except miner improvements like you have made the last couple of years.

COMMENT #: 12910
DATE: 9/3/21 5:27 PM
SOURCE: Website
NAME: Kate Johnson

COMMENT:

This will increase the number of people traveling to Little Cottonwood Canyon, yet Snowbird and Alta's capacity was at its limits in 2020-21 and have not done enough research to know the capacity of the canyon and what the gondola would potentially bring to the canyons. This "solution" will increase pollution which is already been an effect through global warming and the canyons did not receive enough snow in 2020-21. On top of that, the lines in 2020-21 for each and every single lift were at least half an hour long, each Saturday. As a local I will not continue to ski at either one of these resorts if the gondola is in the picture.

COMMENT #: 12911
DATE: 9/3/21 5:28 PM
SOURCE: Website
NAME: Matthew Masterson

COMMENT:

I would first encourage the use of enhanced bus service with snow sheds, as this option has the least visual impact on the canyon. Restricting daily users should also be explored. The canyon is only so big, and overcrowding it is not the answer. I am against the gondola 100%. Initially I liked the idea, but after giving it more thought, it will be too impactful to the natural beauty of the canyon. I also support tolling of canyon traffic or ticket limits at resorts as a way to curb overcrowding.

COMMENT #: 12912
DATE: 9/3/21 5:28 PM
SOURCE: Website
NAME: M Mallon

COMMENT:

Expanded buses offers greatly increased flexibility (to trailheads in summer for example) over gondolas with only two stops. If we've learned anything from the hottest summer on record, ski seasons are not getting any longer & the gondolas offer extremely limited flexibility

COMMENT #: 12913
DATE: 9/3/21 5:29 PM
SOURCE: Website
NAME: Fred Hoskins

COMMENT:

remember multi million dollar pump to drain great salt lake? this is same folly as soon there will be no snow and it will be to warm to make it so spend money on something that will help the poor instead

COMMENT #: 12914
DATE: 9/3/21 5:30 PM
SOURCE: Website
NAME: Tracy Price

COMMENT:

Gondola sounds great. In the meantime, how about enforcing the traction law all winter and ensuring that cars are equipped to navigate the canyon in all weather conditions? We all know weather changes are frequent and unpredictable- right now most delays are caused by ill- equipped cars with bald tires or no 4wd/chains. Do it for everyone's safety.

COMMENT #: 12915
DATE: 9/3/21 5:30 PM
SOURCE: Website
NAME: Kevin Moss

COMMENT:

Thank you for the opportunity to comment.

I am an avid skier. My family spends multiple days in Little Cottonwood Canyon each week during the winter. I have witnessed the increase in traffic over the last 40 plus years. I have also witnessed the parking at the ski resorts reach capacity more frequently.

Traffic is worst on powder days. Weekends are busy, but all of my 2+ hour drives from my home (near the mouth of the canyon) have been because of recent snowfall, not because it is a weekend.

Neither of the two preferred options will run during avalanche mitigation which is the single greatest cause of congestion due to the backup it creates.

For most people, what this comes down to is the FASTEST WAY TO GET UP THE CANYON. The bus option wins here. People stuck in traffic that see buses go by will be incentivized to get out of their cars. The idea of 1500 cars all trying to get to the same parking garage at 8am just shifts the traffic congestion from the mouth of the canyon to the garage. People won't want to deal with this either. It doesn't incentivize them to get out of their car. Furthermore, 1000-2000 people all at the gondola station in the morning will create very long lines if the gondola runs at a rate of 30 people every two minutes. Imagine how long this line will be when the canyon is closed for mitigation! The queue for the Gondola will be a nightmare. At least the buses can line up and be ready to go. I believe this makes the time estimate for the gondola grossly underestimated. The number of buses you can deploy is not a fixed number the way the number of gondola cars would be. Long bus lines can be addressed over time by flexing up and down the number of buses. Gondola cars have their limit. Why implement something with a fixed capacity like that?

Another concern I have with the gondola is the fact that you would be putting something in that actually increases the number of people in the canyon. A ride. Another thing to draw people into the canyon.

I also frequent the canyons during the summer. The Gondola is a winter solution but bus lanes that can be used for recreation (e.g. biking) in the summer create a year-round solution. It is also a solution that enables implementation of other potential solutions down the road in the event summer activity increases more than forecast. It's an option with more foresight.

COMMENT #: 12916
DATE: 9/3/21 5:34 PM
SOURCE: Website
NAME: Elena Shanin

COMMENT:

Hello,

I am a lifelong resident of Sandy, near [REDACTED] and have been recreating in Little Cottonwood Canyon for as long as I can remember. I have seen firsthand the increased traffic and usage of the beautiful canyon. While I agree that something needs to be done to manage traffic in the canyon, especially during the winter months, I am strongly against both of the unacceptable proposals of road widening and a new gondola.

The main two options are drastic and would result in a permanent, negative impact on the canyons viewshed, the climbing resources within the canyon, and the accessibility of recreation within the canyon that is outside the two ski resorts, Alta and Snowbird. Enhanced bus service without lane widening would allow for modular changes to the transportation options in the canyon and allow for greater accessibility. I disagree with having taxpayer money primarily fund what will only be serving two private businesses, in the case of the gondola. Please take into consideration alternatives such as enhanced bus service (especially electric buses) without lane widening before permanent changes are made to a public resource.

COMMENT #: 12917
DATE: 9/3/21 5:34 PM
SOURCE: Website
NAME: Donna Kuhl

COMMENT:

So many people, local, national, and foreign visitors, come up those canyons to enjoy the natural beauty and gondolas will RUIN that experience and all canyon photos Buses have lower impact and I want them to help out, NOT GONDOLAS.

COMMENT #: 12918
DATE: 9/3/21 5:34 PM
SOURCE: Website
NAME: Mario Balzano

COMMENT:

I have lived in and around the canyon for the last 8 years, and have been working in the canyon for the last 8 winter seasons. The two biggest problems are multi resort passes allowing people to pay less and then choose when and where they want to ski, leading to more people in the canyon then ever on stormy powder days causing greater traffic issues then before. The second and I am guilt of it, that single user vehicle occupancy is the biggest problem surrounding little cottonwood canyon. I do not believe a gondola is anyway to fix this because you would see single use vehicles alternatively just driving to the gondola or up the canyon still, thus forcing the traffic into local neighborhoods like mine (Cottonwood Heights). I feel shedding the road and focusing on infrastructure down canyon to enable more people to ride an increased amount of busses is a far better idea, with direct routes from neighborhoods further away. These hubs would be more useful not only servicing lcc but the city as well. Also there is unfortunately a limit to these canyons in terms of capacity, sad but true. Even if you find away to move all these people up there then what they get the privilege to pay 150 dollars to wait in a 1 hour long lift line for every run. Maybe its time we start to limit occupancy or start to look at other options to enable winter recreation, American fork into Mary Ellen or even conecting Little and big via road so you could create a loop of one way traffic a little crazy, maybe. The masses need to be spread out and this problem will only continue to grow worse with rapid growth our city is seeing. Thank you for allowing us to weigh in on the matter and thank you for thinking it through.

COMMENT #: 12919
DATE: 9/3/21 5:35 PM
SOURCE: Website
NAME: Mark Cavazos

COMMENT:

I am in favor of the Little Cottonwood Canyon Gondola. It has less environmental impact, and less animal life impact. I believe it is a long term solution to mitigate traffic. Widening roads is not a good solution, and buses are dangerous especially going up, and down Little Cottonwood Canyon. Gondola I believe is a much safer form of transportation. I've been to Europe skiing, and rode on a 3S gondola it was amazing. Less vehicles will result with a gondola. Moving into the future for generations to come the gondola is the logical choice.

COMMENT #: 12920
DATE: 9/3/21 5:36 PM
SOURCE: Website
NAME: Amy Routt

COMMENT:

As a local backcountry user, I am VERY against plans to use tax payer dollars for a gondola that only serves two wealthy ski resorts. Not only that, but the building of the infrastructure to support the gondola would GREATLY impact climbing areas up the Canyon, which affects the local climbing community. Think about the local outdoor community, not about catering just to ski resorts for the rich.

COMMENT #: 12921
DATE: 9/3/21 5:37 PM
SOURCE: Website
NAME: Brady Newton

COMMENT:

Why are we starting with a billion dollar project; one that will forever change the landscape of Little Cottonwood Canyon when there are other, more effective and inexpensive ways to deal with congestion.

DO NOT BUILD A GONDOLA! And especially at the expense of the taxpayer.

Snowbird effectively and efficiently regulated traffic during the winter of 2020-2021 using reservations. This should be further explored. Alta is following suit.

The traffic congestion is only an issue a handful of days per year, yet a massive infrastructure development is proposed at taxpayer expense to transport people up LCC.

The numbers don't make sense either. A 30 person gondola car departing every 2 minutes only transports a maximum of 900 people per hour. At their maximum capacities Alta and Snowbird accomodate about 3000 and 5000 people per day respectively. That's 8000 people. Using a gondola only that's 9 hours for transport.

Start with simple solutions first! Start from the ground, not the sky! We have a crowding problem, not a transportation problem.

Force the resorts to manage crowds, do not reward them with a taxpayer funded gondola or railway or other massive infrastructure projects.

Preserve LCC! Say no to the gondola.

COMMENT #: 12922
DATE: 9/3/21 5:38 PM
SOURCE: Website
NAME: Caroline Bagley

COMMENT:

As a resident of Cottonwood Heights who lives [REDACTED] for the past 15 years, I am 100% opposed to UDOT plans for the Gondola. It will negatively impact my quality of life and other residents in the area. I love Little Cottonwood Canyon and can NOT fathom having huge towers and a gondola ruining nature. Please use bus lanes, and clean electric buses. I am frustrated and appalled that a Gondola system is even being considered. It is not practical for all canyon uses and is too great of a negative ecological impact. I say NO to the Gondola.

COMMENT #: 12923
DATE: 9/3/21 5:38 PM
SOURCE: Website
NAME: Annie Omer

COMMENT:

As a native resident of Salt Lake City and a longtime outdoor enthusiast, I strongly oppose the gondola proposal for Little Cottonwood Canyon (LCC). The environmental impact from the gondola alone is enough of a reason to reject the proposal altogether. LCC is a beautiful and special place to both our community and the world. The damage the gondola towers would inflict on its delicate and vibrant ecosystem cannot be understated. Additionally, there are other solutions that pose less of an impact to LCC's incredible ecosystem and beauty, that should be considered before a harmful "solution" such as the gondola. I have lived and skied in Salt Lake for over two decades, and I have never seen a genuinely committed effort to the bus system in either of the Cottonwood Canyons. It is demoralizing, as a resident of nearly 30 years, to finally have your frustrations and concerns about traffic congestion and canyon user safety finally acknowledged - only to be thrust into a "solution" that 1) will not solve the traffic congestion during peak winter times; 2) will force LCC users to funnel through one entry and exit point which will result in massive delays ascending or descending the canyon; 3) will have a detrimental impact on the natural ecosystem and environment of the beautiful canyon; 4) will block the magnificent views up and down the canyon with the dozens of massive industrial and hideous towers; 5) will cost taxpayers significantly more money in order to build, maintain, and operate in addition to requiring users to pay for the service up and down the canyon, all while the ski resorts and large corporations rake in revenue off of the profit driven base lodge that users will again be required to pay for in terms of parking, locker storage, food, and other services; 6) will not run in summer, spring, or fall times outside of the regularly scheduled ski season therefore being not only an eyesore year-round but an utterly useless and destructive waste of space and taxpayer dollars at least 75% of the year! I cannot stress enough how intrusive and damaging the gondola will be to the natural wonder and beauty of LCC. I urge you, as a Salt Lake City native who grew up skiing and snowboarding in the Cottonwoods, do not destroy our sacred and precious canyon just for capital gain. The gondola will not solve the traffic congestion problem and will only do more harm than good. I urge you to consider the other proposals suggested and listen to the voices of the community that are saying NO to the gondola in LCC.

COMMENT #: 12924
DATE: 9/3/21 5:42 PM
SOURCE: Website
NAME: Lisa Latoni

COMMENT:

I prefer the bus service while building the parking lot so the buses can act more as a shuttle service. I DO NOT want a gondola.

COMMENT #: 12925
DATE: 9/3/21 5:42 PM
SOURCE: Website
NAME: Ryan Wheeler

COMMENT:

I request that UDOT reject the proposal for the Enhanced Bus Service in Peak-Period Shoulder Lane and the proposal for the Gondola. Both proposals are an extreme solution to a recent problem. As a summertime user (Rock climbing) and a wintertime user skiing (and have been skiing at Snowbird for 20 years) I feel that we have not explored or tried to implement less invasive options thoroughly enough before suggesting such drastic changes to our canyon. Currently, the least expensive and most easily implemented proposal that is not invasive, is to limit car traffic at peak times (maybe a toll booth near the entrance and those who have full cars are allowed up to endorse carpooling?) and run a continuous stream of busses, spaced out so users don't have to wait more than 10 minutes for a bus. On 94th there is already a transit station this could be run out of. Currently peak times are in the winter when big storms come in, but if the growth ever gets to the point in the summer, that we need to use the busses over expanding the road, I fully support this as well. I have climbed in Rocky Mountain National Park and had to ride a bus to various climbing destinations (everywhere in RMNP is a 2 lane Rd just like little and the park sees many more visitors a year than Little Cottonwood). There were small pull outs where one could pull the stop chain when ready to hop off or stand by to get picked up. I would gladly ride a bus and hike up or down a road to preserve the beauty of a canyon and in the winter, I would gladly ride a bus to do the same. Simply put no matter the time of year we have not tried to utilize our existing transit system which is the most economical to the taxpayer and using natural gas can be an extremely low polluter as well, especially compared to all the cars in the canyon. This is an unfair expense on the citizens of Utah it does not properly address the problem. It feels only beneficial to Snowbird and their tourism marketing (maybe we should consider if it is even safe to have this many people up at Snowbird at one time?) and not the citizens of Utah. As well as other options haven't even been tried and it ruins what makes that canyon special... Pure nature uninterrupted by towers or a 4 lane highway.

COMMENT #: 12926
DATE: 9/3/21 5:43 PM
SOURCE: Website
NAME: Julie Chronis

COMMENT:

It's not clear it's necessary to widen lanes, instead, just significantly reduce the number of cars. Regardless, here's how to ensure mass transit is successful: make it free, fast, and easy. Make it cheaper, faster, and easier than driving a car, and people will use it. Here's how to start:

- X - Make buses free.
- Free is best. But if buses aren't free, use electronic methods of payment plus cash and a system where people can pay before they get on the bus. This will also make buses faster.
- Buses should run express. They should go directly to an end destination, not make every single possible stop along the way.
- Consider smaller, more nimble buses and vans.
- Ensure people can enter and exit the bus quickly by having multiple doors.
- Buses could be electric. Apply for federal grant money, if available.
- Charge cars to use the road or charge for parking. Consider decreasing fees based on occupancy, e.g. 4 people in a car costs \$5, versus 1 person costs \$20. Charge extra for peak times.

Thank you for considering, and please do bring us better mass transit with the least environmental impact.

COMMENT #: 12927
DATE: 9/3/21 5:43 PM
SOURCE: Website
NAME: Brenden Martin

COMMENT:

Please do not build a gondola up our beautiful, special, and unique canyon!

COMMENT #: 12928
DATE: 9/3/21 5:43 PM
SOURCE: Website
NAME: Richard McFadzean

COMMENT:

I think the gondola makes the most sense. Despite higher initial cost it has lower environmental impact over time.

COMMENT #: 12929
DATE: 9/3/21 5:44 PM
SOURCE: Website
NAME: Melinda Almquist

COMMENT:

I am not in favor of either. I think there are ways to monitor the traffic with toll booths, rotating booth employees communicating with the parking lot attendees. There are many who use the canyon in winter and would not benefit from either the buses or gondola. I am in favor of the ski resorts paying for this project. The tax payers should not be billed. If I have to choose the buses are the the way. With more drop offs at Tanners, etc. The last bus needs to be later to accommodate those who want to stay for dinner or drinks

COMMENT #: 12930
DATE: 9/3/21 5:44 PM
SOURCE: Website
NAME: Deven Martin

COMMENT:

Don't put in a gondola pit tolls

COMMENT #: 12931
DATE: 9/3/21 5:45 PM
SOURCE: Website
NAME: Tanner Cottle

COMMENT:

I have been following the LLC traffic reduction process with great interest and increasing dismay. The premise of the enter project is fundamentally flawed - design a transportation system that maintains the current level of cars while transporting 30% more people up the canyon for 30 days or so of peak ski demand in the winter. The financial cost of this objective to the public is staggering and the damage to the canyon permanent. All this to support two private businesses and one, and only one, user group. In addition, the question that really matter, namely the carrying capacity of LCC, is completely ignored. Therefore, I join SL Country, SL City and other user focused groups to urge UDOT and the State of Utah to pause the process and reconsideration what we're really trying to do and why. Please adequately fund programs that leverage the existing infrastructure LCC has in place today in an effort to address the traffic and congestion problems before tearing up LCC to construct new and unproven solutions. Some of these proven systems and programs could include:

Tolling

Increased funding for more buses and bus service

Increased funding to create/operate express bus routes from locations all across the Wasatch Front. Instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd.

Shuttles vans to transport dispersed recreation users to trailheads

Express bus and shuttle routes that deliver people directly to their destination

Optimized ski resort navigation to reduce resort congestion

Traffic controls

Double stacking

Managed and reversible-lane alternatives

Again, I am concerned that without a plan in place to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. Increased capacity will also inevitably lead to increased ski resort expansion pressures. I am against any future ski resort expansion outside of their current footprints. Finally, if one of the preferred UDOT alternatives is inevitable, an outcome I sincerely hope is not inevitable, I strongly oppose the Gondola A alternative. A gondola in LCC with massive towers will permanently and significantly degrade the very thing that draws the majority of people to the canyon year round - stunning views that inspire. Once constructed, a gondola will not come down, even if its usage is far below UDOT's assumptions. It appears to me that a LCC gondola has a better chance to become another west desert pumping station in the next 50 years as it does to be an effective public asset. The risk/reward calculus seems completely out of whack and our children and grandchildren will be left to wonder what we were thinking.

Thank you for seriously considering my and other comments in this process. I commend UDOT for accommodating public comment and engaging the public in many ways.

COMMENT #: 12932
DATE: 9/3/21 5:45 PM
SOURCE: Website
NAME: Stuart Rempel

COMMENT:

Gondola please!

COMMENT #: 12933
DATE: 9/3/21 5:45 PM
SOURCE: Website
NAME: Tucker Babcock

COMMENT:

I think the gondola is a much better choice since I think more people would use it than would use the bus. I know I personally dislike taking the bus, and have preferred to drive instead of taking it. I would likely take the gondola instead of driving, and I expect many others would as well.

COMMENT #: 12934
DATE: 9/3/21 5:47 PM
SOURCE: Website
NAME: Libby Hague-Smith

COMMENT:

It is hard to know where to begin, but as a resident of the [REDACTED] of Wasatch, I am not a fan of either plan and it would be a choice between the lesser of two evils.

It is mind boggling why we are planning to implement such drastic measures when there has been virtually no effort to improve these traffic problems and safety issues without impacting the environment at all. How about taking an incremental approach and seeing how certain modifications that can be made without destroying the canyon and natural habitats could improve things. We are essentially talking about a few days out of each ski season.

One of 2 major reasons we moved to SLC and this neighborhood in particular is for the skiing in LCC. We have an Alta/Bird family pass every winter and ski virtually every weekend and I ski with a woman's group every Wednesday at the Bird. We can also see Wasatch Blvd out our windows and can see when it is backed up. It has helped us decide when to leave the house on powder days in the past.

We also have children and would like to feel safe letting them walk or ride bikes across Wasatch Blvd. in order to see friends, go to school, the Cottonwood Heights rec center or Smiths. If Wasatch Blvd is made wider or turned into what is basically a highway, this will separate the kids in the neighborhood from these things even more and make it so dangerous, it will be impossible to allow them to cross in any manner.

Here are some examples of what could be tried immediately without implementing either plan:

1. Requiring a toll for the canyon
2. Make the toll lower the more people riding together-in other words, the more people in the car, the lower the toll or make it no toll at all for 4+ passengers
3. Increase bus service to every 3-5 minutes. If I knew I could catch a bus within 5 minutes guaranteed, I would gladly take a bus -especially if the busses were also made more comfortable, with ski racks. Provide more lockers as well for those who ride the buses at the resorts.
4. Don't allow rental cars-make tourists "take the bus, or make their tolls higher than for residents
5. make the toll lower or eliminate altogether in the afternoon after 12pm, to encourage traffic to spread out.
6. Not allowing 2 wheel drive cars in the canyon-if only 4 wheel drive can go up the canyon in the winter, then A LOT less cars will slide off the road in bad weather. It is always the 2 wheel drive cars that have no business being up there that this happens to!

I listened to the public hearing and there were several people who voiced this same opinion on trying options like these before anything else. I didn't write down what they said, but I agreed with all of their suggestions and ideas so if I am leaving out any of the other ideas put forth that we could implement before resorting to putting in a gondola or widening the canyon road, please know that I support them.

Now, between the two ideas, the Gondola is my least favorite. There are some benefits to it I understand, but the cons far outweigh the pros.

1. Again, this is to mitigate traffic problems that occur only 10 -20 days/year. The rest of the year it will be an eyesore and presumably no one wants to blemish the beauty of the canyon.
2. The New Zealand example is so true. My husband is from NZ and they appreciate the natural beauty of their country, it is what they are known for. They would never have installed a manmade Gondola in Milford Sound to detract from the beautifully formed natural landscape.
3. We are not a religious family, but being up in that canyon gives us a spiritual feeling like no other and to scar it with a gondola that could be obsolete in a matter of years is a tragedy.
4. As brought up in the meeting, road vehicle technology is changing rapidly so bus and car options may improve traffic and quickly give us more options to mitigate the problem. Once those gondola towers are installed, they are there to stay even if it is decided that there is a better way in the future. Imagine how awful it would look to see the remnants of a gondola system no longer in use decaying in the canyon some time in the future.
5. Something that I was surprised no one brought up is whether or not locals will even use it. I highly doubt it. The creekside parking lot at Snowbird to my driveway is 14 minutes without traffic. There is no way I am going to take a bus and then a gondola to make my trip over an hour. Part of the beauty of living here is that I can go up for a few runs and come down within 2 hours. With the gondola, that would be my roundtrip without any runs. I would rather risk it in my 4 wheel drive with snow tires than take the gondola and increase my commute to the slopes any time. I can't imagine that people are going to want to drive to a park-in-ride, get on a bus to ride to the gondola parking lot and THEN ride the gondola while increasing their transportation time by roughly 45 minutes. Especially with ski gear and if you've got young kids in tow, forget about it.

This reminds me of when Los Angeles spent tons of money on a subway system and then no one used it! People would rather sit in traffic on the 405 than use the subway there. It isn't practical in a city like LA. The gondola is not practical and would not be used. Increasing travel time by that much will make it undesirable to frequent skiers. Most of our days we only go up for about 3 hours. Adding so much travel time would not be worth it to us. I imagine we are not alone. Therefore, it would potentially cause more traffic (or at least not decrease it), not be utilized and look horrible.

6. The snowbird tram gets shut down for high winds or lightning. So during a snowstorm with high winds, will the gondola still run? If so, why can it run when the tram cannot?
7. If the resorts think it will attract more tourism, and therefore want it, they most certainly should pay for it. Why are taxpayers paying for their business capital improvements when it does nothing to improve our lives?

As for the increased bus service with a dedicated lane, if trying things before drastic measures is not possible, then this would be my choice. I am not happy about widening Wasatch for the reasons I have mentioned. It is dangerous already and making it a main thoroughfare would only make it more so. It really does divide a residential section of Cottonwood Heights and it seems that other roads like Highland or 1300 are more commercial and should be widened to accommodate more traffic heading south towards Sandy, Draper, etc.

And I certainly don't like the idea of carving out more of the canyon to widen that road, but this is a far more practical solution that will be utilized by the public. Increasing buses and giving them a dedicated lane is helpful, but again, increasing buses right now is a good way to start and see what happens before destroying the canyon.

I hope that this feedback will truly be considered and that it is possible to take a step back and realize that there are initiatives that we can take now that may solve the problem. There has not been a conscious effort to enforce any of these things yet and so there is no way to know how much they might help without trying them first. We need to remember that this is not a daily problem, but only a very small number of days per year. Let's take the least invasive and expensive ideas, implement them and make sure to actually enforce them, and then decide if one of these drastic measures is even necessary.

Thank you.

COMMENT #: 12935
DATE: 9/3/21 5:47 PM
SOURCE: Website
NAME: Carson Darling

COMMENT:

Please do not implement either the gondola or road widening in Little Cottonwood Canyon.

Little Cottonwood Canyon is one of Salt Lake's premier natural resources. Both the gondola and widening the road will have a drastic negative impact on these wild areas. Over the last several years, Salt Lake City's growth has been largely driven by access to the outdoors, and with this study failing to even consider dispersed recreation, it's a disservice to our city, and will have a negative economic impact. As evidence of this trend, look at ski resort users over the last decade, ridership has been relatively static (1) and yet usage of Little Cottonwood Canyon has exploded. This usage is driven by dispersed recreation: climbing, backcountry skiing, and hiking. The current plans presented in the EIS completely fail to address the needs of these users, and instead actively harm access for climbing, and present eyesores for both hiking and backcountry skiing.

Any development in Little Cottonwood Canyon needs to take into account the full usage story of the canyon, and drastic measures like building a gondola that will not realistically be a primary mode of transportation shouldn't even be considered until options with a significantly lower impact have been developed & tested.) Options like using a network of local buses to not only assist travel up the canyon, but to give access to Little Cottonwood without first driving to the base of the canyon are actual potential solutions, unlike the current express bus system and gondola.

(1) <https://www.statista.com/statistics/206544/estimated-number-of-skier-visits-in-the-us-since-2000/>

COMMENT #: 12936
DATE: 9/3/21 5:48 PM
SOURCE: Website
NAME: Madeline Welch

COMMENT:

I don't a gondola because using it past the point of it being obsolete it will still be there for many generations. It's only beneficial for promotion.

COMMENT #: 12937
DATE: 9/3/21 5:48 PM
SOURCE: Website
NAME: Travis Bauer

COMMENT:

I grew up in this area learning to ski and snowboard at Snowbird and taking part in hikes throughout the year and Oktoberfest in the fall. I think proposals that would severely and irreversibly impact the canyon ecosystems, let alone costing us taxpayers hundreds of millions, are a drastic overstep to what is a much more complicated issue than just How do we get people to Alta and Snowbird fastest?".

As mentioned by both Erin Mendenhall and Mayor Wilson it seems much more prudent to test out less drastic/permanent measures while studying any potential hard caps in service given that our valley is also still expanding.

In short, please DO NOT move forward with either plan for the gondola, or widening the road service without more comprehensive studies. Thank you.

COMMENT #: 12938
DATE: 9/3/21 5:49 PM
SOURCE: Website
NAME: Brett Zockle

COMMENT:

Sickened that it's come to either option. In typical Utah fashion react instead of proact. Never thinking ahead. Acting like a minor city instead of a major metropolitan. For example. The new airport. I back Snowbird and the gondola as the lesser of the 2 evils. Won't care before too long when we won't be able to enjoy our Canyons and we move away from this mess

COMMENT #: 12939
DATE: 9/3/21 5:49 PM
SOURCE: Website
NAME: Dennis Cavazos

COMMENT:

I strongly believe the gondola is the right alternative with regard to transportation within Little Cottonwood Canyon. It offers lower impact on environment, water shed, and animal life. I believe the return on investment for the State of Utah economically will be far greater with the gondola. It will increase skier days, and create more revenue while reducing the carbon footprint. Widening the road with buses is antiquated, and not environmentally responsible. The gondola is a long term solution to mitigate traffic, and also be mindful of the environment. I also believe it is a much safer form of transportation.

COMMENT #: 12940
DATE: 9/3/21 5:55 PM
SOURCE: Website
NAME: Tim Rogers

COMMENT:

My name is Tim Rogers and I have worked for UDOT Station 249 as a Roadway Safety Specialist and Avalanche Forecaster in both Little and Big Cottonwood Canyons, as well as across the state since 2018. Previous to this I worked for the Washington State DOT as an Avalanche Forecaster and Roadway Safety Technician on Snoqualmie Pass (Interstate 90) and Chinook Pass (SR 410). I have also worked as a Ski Patroller for Alta Ski Area and as a Patrol Director for Ohau Ski Area on the South Island of New Zealand. I'm not including this short biography to impress myself upon you but rather to highlight the fact that I have worked amongst and experienced firsthand the challenges of avalanche prone mountain roads throughout the world. While there are many things that make SR 210 a unique roadway there are also many similarities to ski field and mountain roads throughout the world. Indeed, the record high Avalanche Hazard Index that LCC boasts is in large part due to the amount of personal traffic on the highway that can and does quickly become backed up.

First off I would like to say how much of a pleasure it has been to work for UDOT and Station 249 in particular. UDOT has hands down been the best employer I have had the privilege to work for and the professionalism, experience, and technical knowledge of my coworkers at Station 249 and 233 consistently encourages me to preform my duties to the best of my abilities.

Getting down to the brass tacks, I do not believe a gondola (Gondola Alternative B in the Draft EIS) is a suitable solution to meet the purpose of improving the reliability, mobility, and safety of roadway users on SR 210. While I do appreciate that the Gondola is an alternative that can run when the roadway becomes congested or unsafe due to extreme weather conditions, I think that the alternative as it is presented does not serve the needs of Wasatch Front canyon users. On a road that is more regularly seeing 5000+ vehicles in a day, the 1500 parking spots available at La Caille will not be sufficient to prevent this alternative from becoming multi-modal, requiring most users to park at one of the satellite "mobility hubs" and bus to the gondola, requiring at least 4 modes of transportation including personal driving, walking, bussing, and gondola "riding. This is the epitome of inefficiency. Furthermore, the proposal of the gondola to only have two stops at Snowbird and Alta make it glaringly clear that this is a solution hand catered and spoon fed to the private resorts that need no assistance from taxpayers in making their lucrative businesses any more profitable. Let's be totally clear, if the resorts are the drivers behind the large number of roadway users in LCC then they can foot the bill for an expensive transportation alternative that serves them alone. If the gondola is to serve all users of LCC and the Wasatch Front, then it must include stops at popular winter and summer trailheads and should operate year round, as we continue to see use of LCC broaden beyond the resorts and canyon congestion and parking issues stretch into summer months.

I am incredibly grateful to see avalanche sheds included in both preferred alternatives. As an avalanche forecaster with extensive experience in LCC I honestly believe that this solution alone will serve to significantly limit mid-canyon, mid-day closures for avalanche control and as such keep traffic moving and limit the impact of any avalanche control related closures on canyon congestion. Thank you for including this solution in both alternatives.

In regards to the Enhanced Bus alternative I believe this solution is the most in line with serving to improve the reliability, mobility and safety of roadway users as outlined in the Draft EIS purpose. I understand, as many are quick to point out, that buses have a habit of becoming stuck or slowed due to extreme weather conditions on the road but it is my belief that this is in large part due to the overall congestion of the canyon prohibiting the talented and hard working folks at Station 233 from plowing

the road in a regular interval. It is my opinion that in addition to Enhanced Bus Service, the addition of roadway capacity (roadway widening) is not required, but a strong policy of limiting personal vehicles during times of peak capacity is.

As I understand it, either alternative of Gondola or Enhanced Bus Service will require large parking structures somewhere near the mouth of the canyon. If we are aiming to limit cars in the canyon, we need to have a transportation solution that will either meet people at their homes (integrated bus service), or give them a place to park and employ another form of transportation (gondola or bus). I believe that building the avalanche sheds and these parking structures are the crucial first steps of improving the safety and mobility of LCC roadway users. Meeting the third purpose of the Draft EIS, reliability, is a matter of perspective. Does a gondola that can run when it's snowing hard, but not when we're performing avalanche control in the mid canyon improve reliability? Well, sort of. I understand and agree that in general this method is more reliable, but in contrast to enhanced bus service I believe this alternative is an unnecessary intrusion in the canyon. It is my opinion that with avalanche sheds and parking structures and enhanced bus service, UDOT can make significant strides towards limiting canyon congestion. It is my opinion that roadway widening is not required as much as strong policy and enforcement of shutting down the canyon to personal vehicles on days that are forecast to have poor roadway conditions or significant congestion.

I appreciate the work and insight you've put into this project and the alternatives, and furthermore appreciate the difficult position you are in contending with all of the strong and diverse opinions this community shares. If the goal is improving reliability, mobility, and safety of SR 210 while preserving the incredible natural wonder that LCC is, I strongly believe that a small amount of infrastructure with a strong and thoughtful policy will go a long way to making LCC a scenic and restful escape for decades to come. LCC is a special place for myself and many others who have been drawn to this beautiful state for it's beautiful and wild scenery. I'm afraid that the construction of a miles long lift line will only serve to deliver more people to private businesses in an already congested canyon. I hope that UDOT considers the experience of canyon users in its final decision and implements infrastructure and policy that serves LCC's broad user group.

COMMENT #: 12941
DATE: 9/3/21 5:55 PM
SOURCE: Website
NAME: Andy Friedman

COMMENT:

The Gondola is the solution that actually addresses the issues. I live [REDACTED] and ski in Little Cottonwood very often and have for decades. I'm intimately familiar (have first hand knowledge) with the road and how daunting traffic has become in LCC. The tram removes cars and traffic from the road (paramount importance), allows skiers to get up the canyon when snow has made the road impassable or is slow or dangerous (LCC is the most avalanche prone road in the USA!), removes pollution from the canyon, and is a transportation method that skiers will enjoy using... perhaps even excited to use.

The argument that "it will put to many people in the canyon" is a false narrative by people with an ulterior motive. How do buses put any less people in the canyon? They won't. The argument that gondola towers are a visual problem is not valid either. Very few towers will be visible in the valley. Even fewer be able to be seen on the floor of the canyon and the sight of them will be minimal and likely be viewed as interesting and a modern solution to a problem. Gondolas are used everywhere in Europe to transport people from town to town and all over the mountains and never is there a complaint of the sight of towers.

Adding a bus lane is NOT going to be an effective solution. Why? First and foremost: People won't ride the bus!!! Look at the skier demographic and find out how often those people ride a bus... NEVER. That won't change just because you add more buses! Adding a bus lane: The destruction to the canyon to blast away enough mountain to make additional lanes is a huge ecological insult. The bus lane will do nothing to allow vehicles to go up the canyon when the road is in bad shape from snow or blocked from avalanche control work. And the snarl of cars and buses in the morning and at the end of the day will still be a mess. Unless all buses are electric you are still polluting the canyon.

Most important: People will ride and enjoy a gondola. They don't like riding a bus!

The gondola is the correct and elegant solution.

COMMENT #: 12942
DATE: 9/3/21 5:58 PM
SOURCE: Website
NAME: Spencer Christiansen

COMMENT:

I do not support the gondola option.

I do not believe the bus option as proposed truly helps alleviate the issues that LCC users experience.

LCC is a precious resource and can only support so many users on a given day. I support greater public transportation alongside improvements that help ensure continuity of service (snowsheds), but also believe that tolling and other methods that cap the total number of people who can use the canyon each day can provide a better overall experience for all, and can help protect the resource itself.

COMMENT #: 12943
DATE: 9/3/21 5:58 PM
SOURCE: Website
NAME: Arthur Veenema

COMMENT:

Don't build the gondola.

COMMENT #: 12944
DATE: 9/3/21 5:59 PM
SOURCE: Website
NAME: Matthew Wilkin

COMMENT:

Little Cottonwood Canyon features the beauty of glacier carved granite comparable to a small slice of Yosemite National Park, perhaps the most treasured park in our entire collection.

The fact that it simply empties into the populous Salt Lake Valley makes that metropolis unique and very fortunate. I believe the tram idea complemented with plenty of parking is the very best long term solution. Probably not the cheapest, which is perhaps why there are other inferior options proposed. Such a treasure as we have deserves the funds to do it right. Right the first time as these other solutions are not going to be adequate in a more populated future. Nor do they cover the snow bound traffic issues or even the total avalanche hazard probability. Busses get stuck and just are not cool. Seriously. Look at how much popular the Trax System is currently vs if the city planners did it all with busses.

This canyon deserves the best without wasting time and resources in half measures.

COMMENT #: 12945
DATE: 9/3/21 6:03 PM
SOURCE: Website
NAME: Lisa Hathaway

COMMENT:

No gondolas. No road widening. There are many better ways. More busses and possibly Daily access permits.

COMMENT #: 12946
DATE: 9/3/21 6:05 PM
SOURCE: Website
NAME: Victoria Cheng

COMMENT:

- UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon.

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape,.

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems.

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.

Instead, UDOT should expand parking AT THE BOTTOM OF THE CANYON. Alternatively, UDOT should prohibit driving and increase bussing frequencies throughout the day to shuttle people back and forth from the parking lots to the resorts. In this case, driving in private vehicles (including sedans, SUVs, trucks) is SHUT OFF from 8 AM to 6 PM on the weekends when skiing/snowboarding is popular.

- Regardless, expanding the road is UNACCEPTABLE

COMMENT #: 12947
DATE: 9/3/21 6:09 PM
SOURCE: Website
NAME: Julie Faure

COMMENT:

I believe that the two chosen solutions are unfortunately flawed and will damage Little Cottonwood Canyon.

I believe the Gondola option is an expensive proposition that will only help winter resort users who are willing to drive congested roads in Cottonwood Heights to park and wait in line to ride a gondola that takes longer to travel up LCC than it would in their car. In addition the large towers will obstruct the natural views of the beautiful U-shape glacier formed canyon. I believe that frequent buses and better bus service from various parts of Salt Lake Valley are the best option. However, I don't believe that widening the road to the extent proposed in the Enhanced Bus option is a good solution because it will damage the beauty of the canyon and destroy some of the world renown climbing boulders at the base of LCC.

I moved to Alta in Little Cottonwood Canyon in 1987. I lived in Alta and worked at Alta and Snowbird for 15 years. I am the owner of a business that operates in LCC and holds an Alta business license. For nearly 35 years, my family and my employees have been driving, carpooling or taking the bus up and down LCC nearly every day. I know that a solution is necessary especially for the residents who live in Cottonwood Heights and along Wasatch Blvd. It is not safe for them to live near gridlock traffic nearly all winter long.

The solution of a better designed and more frequent bus service has never been implemented. Why not start there?

COMMENT #: 12948
DATE: 9/3/21 6:10 PM
SOURCE: Website
NAME: Andreas Schmidt

COMMENT:

I support the ENHANCED BUS with NO ADDITIONAL ROADWAY CAPACITY alternative before more costly and damaging solutions are pursued in Little Cottonwood Canyon.

The second option, Enhanced Bus WITH Roadway Widening would help speed transit and encourage its use, but I am concerned that the renowned bouldering along the roadway would be destroyed or significantly degraded. If the roadway could be expanded in a way without negatively impacting these resources this seems like a good solution despite the negative impact of larger paved area, reduced wildlife habitat, etc.

The gondola, while having a physically smaller footprint on the ground, will degrade the canyon experience visually and audibly, spreading the blight of resort development throughout the entire canyon. It will not speed travel times, is expensive, and does little to benefit non-resort users. I urge against this option.

Hopefully tolling, more bus parking, expanded bus service, etc. will encourage skiers to leave their cars below the canyons.

COMMENT #: 12949
DATE: 9/3/21 6:14 PM
SOURCE: Website
NAME: Ian Burns

COMMENT:

Little Cottonwood is a unique and valuable climbing destination that has become an integral part of SLC's identity. Destroying this community and environment would replace the astonishing natural beauty in this area with a generic, uninspired, tourist trap.

COMMENT #: 12950
DATE: 9/3/21 6:15 PM
SOURCE: Website
NAME: Lukas Jordan

COMMENT:

Do not destroy a natural resource that is worth so much more left alone

COMMENT #: 12951
DATE: 9/3/21 6:16 PM
SOURCE: Website
NAME: David Morgan

COMMENT:

The Idea of a gondola in the canyon is APPALLING! I am also not in favor of widening the road and destroying some of the bouldering areas that I love. I would be in favor of more buses and tolls for private cars.

COMMENT #: 12952
DATE: 9/3/21 6:16 PM
SOURCE: Website
NAME: Wayne Christoffersen

COMMENT:

The Gondola absolutely should not happen! Both plans feel like "Lets celebrate nature by destroying its beauty!". Additionally, the public should not pay for this with our taxes, Alta and Snowbird should be the ones to pay for a solution that they alone will profit from. The argument of tax revenue from out of state travelers to the resorts does not outweigh the devastation this would cause.

COMMENT #: 12953
DATE: 9/3/21 6:16 PM
SOURCE: Website
NAME: Ryan Naylor

COMMENT:

The gondola is the only viable option.

COMMENT #: 12954
DATE: 9/3/21 6:17 PM
SOURCE: Website
NAME: Meghan Milford

COMMENT:

Community members have discussed that “this is essentially a money grab by two private corporations to get public funds to support their enterprise.” A scalable, sustainable alternative w/o permanent impact to the canyon would be better. SLC needs to improve our broader public transportation network. Resorts should contribute to the financial burden in the new transportation solution.

COMMENT #: 12955
DATE: 9/3/21 6:17 PM
SOURCE: Website
NAME: Andrea Rodriguez

COMMENT:

Andrea Rodriguez and Shane Duncan

(Shane Duncan is a native Utahn. Andrea Rodriguez is a longtime resident of Utah. We both have spent a lot of time in the Wasatch Mountains.)

We are both opposed to the UDOT EIS alternatives for transportation in Little Cottonwood Canyon (LCC). Building a gondola or widening the road with avalanche sheds are both too costly and do not address all of the issues users and residents face in the canyon. We need a balance of the numbers of people accessing LCC at one time and the various recreation opportunities, while also considering the residents who live there.

The EIS alternatives are blatantly skewed toward the ski industry, specifically ski resorts. There are many other uses in LCC that are equally important and legitimate. There are also environmental impacts related to water quality and wildlife habitat, that must be considered as well. And there are nearby wilderness areas that would be affected by a gondola or wider roads accommodating more traffic.

We believe the reality of our current situation here in LCC, and other nearby areas, is that there are more and more people who want to access these areas and this is unsustainable. A sensible carrying capacity must be established, with all recreation uses and residents in mind. Alternatives that limit access must be considered. Continually allowing more people up the canyon is resulting in overcrowding, leading to a diminished user experience, and potential to harm the environment. We favor a reservation system for heavy ski use days at both resorts in LCC. We also favor improving the bus system by establishing specific buses for various uses (resort skiing vs backcountry skiing - different stops at resort locations vs trailheads; fishing, hiking; etc) and establishing more bus parking lots in the Salt Lake valley. In addition, we favor user fees to access the canyon, especially during times of heavy use.

We are blessed with the Wasatch Mountains - their wild, beautiful, and valuable wilderness characteristics are special and unique. We are all responsible for their stewardship. We must not destroy what we have by creating a theme park atmosphere resulting on excessive use, and ruining the Little Cottonwood Canyon experience for everyone.

COMMENT #: 12956
DATE: 9/3/21 6:20 PM
SOURCE: Website
NAME: Alex Farley

COMMENT:

Hello, I am a PhD student at the University of Utah. I would like to say I am in favor of an improved bus service and potential tolling. I am vehemently against a gondola or road expansion. Simply, a gondola is far too expensive and will cripple local climbing. Not to mention it is largely solely serving private entities (the resorts) and will be funded by the public. Road expansion would be devastating for the canyon. You do not have to be a civil engineer to drive up LCC and realize the herculean effort it will take to widen a road. Again, the environmental impact of this would be severe, and I am not sure if this really even deals with the traffic problem. I am in favor of an electrified bus expansion. I really don't think UTA has fully given buses a fair chance. I understand the pandemic threw a wrench into public transit, but I remember just in early 2020/all of 2019 just how busy the buses were. They were flourishing. Improved park 'n' ride stations and increased service could make a huge difference. Additionally, ski resorts could incentivize taking the bus (as Solitude is already doing). Additionally an additional fleet of electric buses is flexible. Electric buses can be dispatched to serve the canyons on weekends when other transit is not as busy and those same buses could be deployed on other routes during the week. Not to mention, a new fleet of electric buses is cheaper by multiple orders of magnitude. Finally, the charging works out with the buses too. If there is enough of a concern (most buses get at least 60 miles per full battery), you could build a high voltage fast charging station at Alta and other park 'n' rides. I work in power systems (Utah Smart Energy Lab) and would be happy to help create a model that optimizes charging and cost savings.

COMMENT #: 12957
DATE: 9/3/21 6:20 PM
SOURCE: Website
NAME: Robert Kirschner

COMMENT:

I am all for the gondola option. It would have limited impact on the environment, would be able to operate regardless of avalanches, and would be a great tourist attraction even during the summer.

COMMENT #: 12958
DATE: 9/3/21 6:22 PM
SOURCE: Website
NAME: Thomas Colemere

COMMENT:

I am an experienced real estate professional with a 50 career in residential and commercial real estate, which included appraising and property management. I live [REDACTED] of the proposed Mobility Hub at 9400 S. Highland Drive. I have six objections to this proposal.

1. Traffic Congestion---9510 S. is one of two accesses to our neighborhood. The other is at the intersection of S Raintree Drive and Candlewood Drive. The 9510 access is two lanes with a turn lane up to the intersection of 9510 and Candle Tree Ln. This a heavily used access for the neighborhood, more than 30 vehicles per hour by my own count. There are approximately 125 residences in the neighborhood with the majority accessing their homes on 9510. The majority, say 90%, of the neighborhood have 3 car garages. Assuming 3 cars for 112 residences, that's 336 vehicles, which a conservative estimate because many have more than 3 vehicles. Add the vacant ground directly east of Alta Canyon Sports Center, which will be developed at some point. It is estimated that would add at least 20 more residences having an estimated 18 with 3 car garages, which would add another 54 vehicles for a total estimate of 390 vehicles, most using 9510, coming and going several times a day. Now throw into the mix 6 buses coming and going 6 times an hour (UTA estimate) and you have a huge traffic jam and continual congestion. This estimate does not include all the traffic coming and going to the Alta Canyon Sports Center, which can very heavy at times.
2. Safety---Having all this traffic on 9510 with children crossing the street to go to Alta Canyon Sports Center, coming home from school, going to the fast food restaurants and other services and you have the potential for serious accidents. From personal acquaintances who have been UTA drivers, I'm told that large buses have limited visibility and braking capacity, "they can't stop on a dime." What if Highland Drive and 9510 are so clogged with bus and vehicle traffic that the emergency vehicles from the fire station can't answer an emergency on a timely basis? Also, what kind of criminal and squatter element activity would such a use attract. We already have a squatter problem at the Alta Canyon Sports Center ball diamond area.
3. Pollution---The environmental and visual pollution from having a 3 story 1,000 vehicle parking garage and a 6 bus terminal will be tremendous. Large buses run their engines continuously to provide heating and air conditioning. The visual pollution will big and bold. There are no 3 story structures in the area. This is primarily a high value residential area.
4. Industrial Use---From a real estate standpoint, having a 3 story industrial building at this location is an incongruous use and it should not be.
5. Loss of Property Value---As an appraiser I can testify that the proposed industrial use would negatively impact property values in the neighborhood. Many of the neighbors, including myself, will be asking for compensation for loss of value.
6. Better Alternatives---This use is much better suited for the gravel pit or vacant land at the mouth of the canyon. Or, why not negotiate a trade for the vacant Shopko site on 9400 South. That is a much better option, not so close to residential and much better ingress and egress. The subject site is much better suited for a small strip center.

Thank you for your consideration of my objections. Please DO NOT PROCEED with this proposal!

COMMENT #: 12959
DATE: 9/3/21 6:23 PM
SOURCE: Website
NAME: Sarah Gibbs

COMMENT:

Please do not choose the gondola b option. please do not choose the Enhanced Bus Service in Peak-Period Shoulder Lane alternative, Either. Please add mobility hubs down canyon in the proposed locations only.

COMMENT #: 12960
DATE: 9/3/21 6:24 PM
SOURCE: Website
NAME: Arthur Lipson

COMMENT:

I oppose the gondola It will desecrate a beautiful, open public space. I support improved bussing, even free bussing and tolls high enough to sharply reduce auto traffic \$10?, \$20?, \$50?, \$100. Whatever it takes. Possibly reduce tolls for car pooling. Thank you.

COMMENT #: 12961
DATE: 9/3/21 6:25 PM
SOURCE: Website
NAME: Carter Bullock

COMMENT:

I believe that the option to erect a gondola system servicing ski resorts up Little Cottonwood Canyon is an inflexible and ineffectual solution to traffic and mobility issues. That these gondolas would not run during summer months and would not service highly-trafficked trailheads and destinations throughout the canyon is a major deficiency. Buses and cars operating concurrently provide more flexible service which not only delivers people swiftly to their destinations, but allows those without personal vehicle access a chance to recreate across various Little Cottonwood destinations. In short, the proposed gondola system provides too little benefit in relation to its cost, and an alternative, such as one involving bus lanes, should be implemented instead.

COMMENT #: 12962
DATE: 9/3/21 6:26 PM
SOURCE: Website
NAME: Kevin Moffatt

COMMENT:

I believe UDOT should consider alternative transportation options for LCC. Both the road widening and gondola are measures that will permanently change the landscape and environment of LCC, as well as impact activities such as climbing and hiking. Before these options are pursued, less environmental impactful alternatives should be attempted, such as increased busing and public transit incentivization.

COMMENT #: 12963
DATE: 9/3/21 6:28 PM
SOURCE: Website
NAME: Renee Camerota

COMMENT:

Protect the environment I support the gondola

COMMENT #: 12964
DATE: 9/3/21 6:30 PM
SOURCE: Website
NAME: Jessica Rubin

COMMENT:

I don't support anything that requires the destruction of the natural landscape & plants.

COMMENT #: 12965
DATE: 9/3/21 6:30 PM
SOURCE: Website
NAME: Rachel Morse

COMMENT:

The most important factor in this decision must be our environment and our impact on the land around us. I personally believe the enhanced bus system to be better for our canyon, but the only way to make that a viable and enticing option is to provide benefits and incentives to those who use it. Also, adding a toll upon exit + creating yearly passes is another way to benefit from individual users and recycle the funds into canyon protection and maintenance. Tax write offs for using the bus and resort discounts would also increase bus participation.

COMMENT #: 12966
DATE: 9/3/21 6:32 PM
SOURCE: Website
NAME: Marianna Buckel

COMMENT:

The proposed alternatives to the congestion in Little Cottonwood Canyon are serving the needs and desires of the ski resorts and tourists, rather than that of the Utah locals. The gondola is devastation, an eyesore, and building infrastructure such as that in Little Cottonwood Canyon would show that the priorities of this government are that of money and tourism, rather than protecting the last bit of wild Utah that is left. Did not Brigham Young first see this valley and proclaim it as the land of the holy? How are we to see what's left of this same land and continue to destroy the wilderness with senseless structure to make "traffic lighter," when the reality of this is that this will only cause more people to enter into this canyon. If we think folks will drive to the base of the canyon, see a long line for the gondola, and not just drive themselves the rest of the way we are being naive. If anything is to happen to this canyon, it is the widened / third lane proposal. However, this is once again prioritizing a group over another group, as this proposal is benefitting those skiers while eradicating classic climbs along this road. Salt Lake City has recently become the mecca for climbing, by integrating this proposal we would only say we care more about the needs of ski franchise and not about the vast group of individuals that come to recreate responsibly up the entire length of the canyon. In short and summary, the gondola is the WORST, the third lane is below average, and doing nothing is what is best for the people! If we want to ski the best powder on earth, we can either earn our turns or suck it up and wait in traffic. These proposals will in no way reduce congestion.

COMMENT #: 12967
DATE: 9/3/21 6:35 PM
SOURCE: Website
NAME: Kevin Horsburgh

COMMENT:

This will be my 25th year supporting Snowbird as a season pass holder. The situation in LCC is dire. The solution is not to build a gondola or a railway but to limit the amount of people in the canyon. Regulate the number of passes sold and continue/enhance the parking reservation system. Gondolas and Railways will pack the canyon beyond capacity and kill the experience completely. Also I don't support anything that services Alta. My family is not welcome there so I don't welcome anything that benefits Alta. I feel Alta needs to rethink their stance on usage of National land. Let's not Colorado Utah.

COMMENT #: 12968
DATE: 9/3/21 6:35 PM
SOURCE: Website
NAME: Spencer Urie

COMMENT:

Hello!

I know I am only one small voice, but I am thankful for the opportunity to make my voice heard on this subject which is very important to me. I have lived and played in these mountains we call the Wasatch ever since I was a little kid. As I have grown up, I have learned to respect these mountains and the place I call home. They say "nothing is sacred." But "they" are wrong. These mountains- Twin Peaks, the Pfeifferhorn, Mt Superior, and all the others, are where I retreat for quiet reflection and to commune with nature, and to pray. I love to hike and ski all throughout this mountain range. One thing I try to practice is the philosophy of "leaving it better than I found it." I try to have as little impact as possible when exploring these wonderful places, and often find myself cleaning up after others as well. However the proposed plan (the Little Cottonwood Aerial Tramway) would have a huge impact both from an environmental and social point of view. There are many iconic boulders and other climbing spots that would either be destroyed or made inaccessible by building the tram. It would also make the whole canyon more congested, less accessible, and more exclusive. People who want to ski, hike, and climb in the backcountry in LCC (which some people regard as the most important backcountry skiing and climbing destination in North America) would actually have a harder time getting to trailheads such as White Pine, since the tram would not stop at those places. Ski resorts and their parking lots are already crowded. Since the tram would only serve the ski resorts, the in bounds slopes would only become more congested. The tram would not reduce automobile traffic, it would only increase the overall number of people going up the canyon. More people means more litter and more pollution.

Furthermore, unless the tram was free to all to use, many people would not be able to afford tickets for the ride up the canyon. If one of our goals as an outdoor community is to diversify the demographic of people who have opportunities to recreate in public open spaces, we need to come up with a more inclusive solution which allows people from all walks of life to have more access to these incredible mountains. As I stated before, the tram only serves the ski resorts (which are not public property). So the only people who would really benefit from it are tourists, and local seasonal workers and other members of our communities would get the short end of the stick. The environmental impacts would also be massive. In park city, many tram towers from the days of the silver mines still stand. They are part of our history, but they are also irreparable scars on our mountains. The same would be true for the tram in LCC. I and many others regard these mountains as a holy place, where we can observe the natural world around us, unobstructed by modern civilization. From the top of Red Baldy Peak, the panoramic view is absolutely amazing! The rugged beauty of Timpanogos to the south, and the opposing wall of mountains in Little Cottonwood to the north are awe inspiring. Just imagining standing up there and picturing a line of tram towers from Superior to Twin Peaks and beyond, is enough to bring tears to my eyes. It breaks my heart to think about all the wildlife that will abandon their homes if the tram is built. Not only would the noise scare them away, but the obtrusive towers would limit their access to water in Little Cottonwood Creek. For the sake of the deer, elk, moose, and other animals, we must not disturb their habitat any more than we have. It was their home before it was ours. If we wish to coexist with nature in Little Cottonwood Canyon, the tram is not the right answer. If we wish to coexist with each other and be a more inclusive community, the tram is not the answer. If we are looking for a low impact solution which is sustainable for all people and animals, the tram is not the answer. I understand that there are very influential people who are pushing very hard to make this happen. Please understand that money does not equal morality. Please be selfless and come up with a solution that will benefit all who call these mountains home. Thanks again for listening and allowing me to share my opinions.

-Spencer Urie

COMMENT #: 12969
DATE: 9/3/21 6:39 PM
SOURCE: Website
NAME: Ginger Monsen

COMMENT:

We need the road widened going up and add more buses. No GONDOLA, to expensive.

COMMENT #: 12970
DATE: 9/3/21 6:39 PM
SOURCE: Website
NAME: Alyssa Erickson

COMMENT:

Please consider a long view. What is best for the land. What is best for the people. I think the problem is we need to assess how many people can safely be up LCC, not just try to increase traffic flow. I do not support putting in a gondola that doesn't serve the locals, local businesses, hikers, skiers or enthusiasts, only the resorts. Let's try simpler and less expensive methods first.

COMMENT #: 12971
DATE: 9/3/21 6:40 PM
SOURCE: Website
NAME: Maria Bisaga

COMMENT:

I do not support the gondola. I support expanding the bus system- it is already heavily utilized. I also support a toll.

COMMENT #: 12972
DATE: 9/3/21 6:41 PM
SOURCE: Website
NAME: Shawna Paterson

COMMENT:

Gondola, gondola, gondola. They work well in the mountains of Europe. Environmentally friendly and a great asset for the county and state. Year round attraction and tax review generator

COMMENT #: 12973
DATE: 9/3/21 6:41 PM
SOURCE: Website
NAME: Samantha Heim

COMMENT:

Please don't build gondolas!

COMMENT #: 12974
DATE: 9/3/21 6:41 PM
SOURCE: Website
NAME: Kathryn Chabal

COMMENT:

I am against road widening and a gondola system in Little Cottonwood Canyon. Please protect and conserve Little Cottonwood Canyon climbing areas with as little disturbance as possible. I know skiing here is world class but so is the climbing and with the sport of climbing becoming more popular we must do all we can to keep these areas accessible and not damage the land beyond repair or conservation. Thank you.

COMMENT #: 12975
DATE: 9/3/21 6:42 PM
SOURCE: Website
NAME: Patrick Phillips

COMMENT:

As an avid recreationalist In Little Cottonwood, I appreciate the opportunity for this input. I have often been on the wrong side of traffic jams and inefficient traffic flow (of which I'm just as guilty for causing). I think the effort to determine the most optimal solution is one that should have an iterative approach. By that, I mean we have potential solutions at our disposal that we can quickly deploy while looking for a long-term sustainable resolution. We have an obligation to our community and our environment before looking at financially excessive options such as gondola. I believe excessive is a valid term to describe this option as dollar for dollar it's the most expensive possibility as well as the least impactful for those who reside locally along the Wasatch Front.

I've had the opportunity of developing a Ride Share application for the four Cottonwood resorts two years ago prior to Covid. Starting with Snowbird and growing to Brighton and Solitude before Covid I personally was able to witness the power that crowd sharing and technology could bring to the canyon in terms of a quick resolution to our canyon crowding. We have not explored solutions that can be developed and scaled with relative ease over the high-cost large-scale efforts such as a gondola or lane expansions. I believe a technological solution paired with more mass transit throughput would easily give us a "day 1" solution. Not in five years with the sore and inconvenience of construction but this year and every year thereafter as we explore additional options to keep our canyons beautiful. I would love the opportunity to share with you what we had created in terms of Ride Sharing and how we could use this solution in partnership with other mass transit options to quickly resolve our canyon problems. Personally, my passion is finding a solution irrespective of my involvement in the canyons I call home.

COMMENT #: 12976
DATE: 9/3/21 6:42 PM
SOURCE: Website
NAME: Parker Reed

COMMENT:

The DEIS doesn't seem to think through the downsides to any of the Gondola options.

First of all, after having looked at similar models of gondolas, the support towers are gigantic and will have to be 200-300 ft tall to get the gondolas above the potential impact of avalanche paths. This gondola also seems to be twice as long as the longest gondola in the world. These massive towers lining the whole canyon as well as the 2+ mid stations that will have to be built in the canyon where there are currently no buildings will be a permanent scar on the visual aesthetic of the canyon.

As a Frequent user of LCC for over 10 years the biggest problems with the traffic lies in the unique aspects of the canyon, it is not just a simple congestion problem. We have already seen significant increase in bus usage by a simple increasing of service. Priority lanes on Wasatch BLVD for busses (even if just on the shoulders) would significantly improve reliability on the worst days because it would allow busses to skip the worst of the traffic and zip to the mouth of the canyon.

It seems prudent to invest further in a solution that we know works, rather than a pie in the sky gondola scheme that has many issues that aren't brought up in the DEIS, not to mention that the gondola would require a full buildout to provide any benefit and has no option to scale higher to increase demand in the future.

The visual impact in the canyon from the gondola will be massive - the towers are akin to the snowbird tram towers. The road is an existing impact and the avalanche sheds can be covered with green roofs like they are in Europe which will actually decrease the visual impact of the road. In the summer they will be covered with vegetation and in the winter they will likely be covered in snow and disappear completely.

The enhanced bus has the added benefit of surge capacity. Since the gondolas will still close whenever there is active avalanche mitigation, which is usually right before peak hours, there will be massive bunching at the gondola station - with busses, all 24 busses from the hour that the road is closed can be loaded and go up all in one line ahead of traffic. This will not "even be close to possible with the gondola.

The DEIS states that since towers will be in the path of avalanche towers as well as in areas possibly affected by artillery shells, that a visual inspection by cameras would be required before the towers could run - how is that possible during strong winter storms that the gondola is designed run during? Furthermore, the DEIS fails to provide a basic level of detail on who will conduct such inspections, how long such inspections will take, the effectiveness of such inspection methods in periods of extreme and/or inclement weather, and what steps would be taken if the gondola towers or cables did not pass the inspection. The DEIS also fails to account for how long it would take to remove the cabins from the cable before artillery work can be done.

The only time the gondola could be considered more reliable than the buses is if the road is closed due to avalanches and the gondola could still run. If the gondola system is stopped for inspection after use of artillery, then it is not more reliable than the road when artillery is being used. The only time the inspection would not take place, then, is if an artillery shell were not used, but the road was still closed, like after a natural avalanche. In this case, the DEIS does not adequately demonstrate that it would be safe to operate the gondola under these conditions. The DEIS fails to document the resilience of

gondola towers placed within avalanche paths ("stronger pole towers might be required in some avalanche paths" (Figure 2.6-24)), nor does it demonstrate that the gondola system or cabins would be capable of withstanding a powder blast from an avalanche, which the DEIS concedes "can extend over 200 feet in the air, creates high forces and can exert excessive pressures on the gondola cabins" (Section 2.3.2 Gondola Design)

Furthermore, there seems to be insurmountable issues of safety with having passengers on a gondola through very dangerous slide paths when it is decided that it is too dangerous to have the road open. What happens in one of the cabins is damaged by a natural avalanche? What is the plan to evacuate the cabins if power is lost and it is too dangerous to be outside for rescuers because of avalanches and a severe winter storm? What is the plan for when passengers get hypothermic in unheated cabins because help can't get to them because of avalanches?

I wonder if there is any comparable example of a successful gondola that runs horizontally across the base of so many dangerous slide paths instead of climbing vertically up a mountain. It seems very dangerous

I would not be surprised if most of the snow related accidents are because people are driving in the canyon without AWD and/or with improper tires. Especially people who rent vehicles. snow related accidents would decrease significantly if snow tire rules were actually enforced every day. Too many people drive up the canyon when it is sunny out and have trouble coming down when the snow starts.

The biggest problems I have seen in the canyon are due to bottlenecks caused by the unique nature of the canyon. At this point there are very few times when the canyon road is closed because of avalanche danger, but the resorts are open. The only time I can think of was one day this last season in the last 10 years. This is the ONLY time that the gondola would provide any benefit, but with the amount of damage that had to be cleared from those slides, it is unlikely that the gondola would be able to run until it was fully inspected for damage.

Building sheds would decrease the visible impact of the road, reduce the amount of time the road needs to be shut, which would allow the road to be open more. Without the sheds the road will be closed more, which will also close the gondola more making it a useless and ugly solution that has no room for growth and massive possibility for failure

I am strongly against the gondola option and think it will have a permanent and negative environmental impact

COMMENT #: 12977
DATE: 9/3/21 6:44 PM
SOURCE: Website
NAME: Jonathan Duncan

COMMENT:

I am writing to express my strong objections to the proposed Little Cottonwood Canyon gondola project. Frankly, I am surprised and disappointed this proposal has gotten this far. The real weight of what is at stake here struck me a couple weeks ago while I was hiking down from Red Pine Lake with my family. I looked down over the majestic U-shaped valley below, and I was flooded with all kinds of memories of growing up exploring this canyon, hiking its trails, skiing the backcountry, photographing the wild flowers. I tried to imagine the impact of an amusement-park style “ride” transecting the length of this magnificent space.

Gifford Pinchot, the first director of what became the US Forest Service, once explained the best use of our precious national forests. He explained how they should be managed to ensure the “greatest good, for the greatest number.” What this proposal essentially amounts to is a half billion dollar, tax payer funded resort amenity. All the other uses of this priceless landscape are complete locked out of any added value. UDOT must also be sensitive to the “class” dimension here. This “transportation” project only serves the rich elite who can afford to pay \$150 a day for the luxury of resort skiing. That is just so out of touch, it strikes me as unconscionable.

I sincerely hope that a more rational transportation plan can be put together; a plan that doesn’t permanently alter the aesthetics and enjoyment of a landscape held dear to the lives of so many. Little Cottonwood Canyon is not simply a playground for affluent resort skiers for the four months of winter. It is much, much more than that. We need to preserve what we have in this canyon for all the generations to come.

COMMENT #: 12978
DATE: 9/3/21 6:45 PM
SOURCE: Website
NAME: Lina Haggard

COMMENT:

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we 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. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation
- Tolling to manage canyon capacity
- Reduced or free bus ticket prices on busy weekends
- Increased funding to support more buses
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd
- Shuttles vans to transport dispersed recreation users to trailheads
- Express bus and shuttle routes that deliver people directly to their destination
- Optimized ski resort navigation to reduce resort congestion
- Traffic controls
- Double stacking
- Managed- and reversible-lane alternatives

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. Increased capacity will also inevitably lead to increased ski resort expansion pressures. I am against any future ski resort expansion outside of their current footprints.

COMMENT #: 12979
DATE: 9/3/21 6:46 PM
SOURCE: Website
NAME: Jenna Porter

COMMENT:

I would like to see the ikon pass not be allowed at snowbird to see if that alleviated some crowds. If that didn't work having specific set weekends for people to limit the crowds. If money is the main issue, charge more for a pass.

COMMENT #: 12980
DATE: 9/3/21 6:47 PM
SOURCE: Website
NAME: Whitney Miller

COMMENT:

What about widening the road and having 3 lanes going up canyon in the morning and then switch it to 3 lanes going down in the afternoon?

COMMENT #: 12981
DATE: 9/3/21 6:48 PM
SOURCE: Website
NAME: Daniel Edlin

COMMENT:

Gondolas ruin the appeal to the canyons. It ruins the natural beauty of what the city doesn't have to offer. Gondolas also feed the big corporations. Widening the road will impede lots of climbing access and we don't need more asphalt in the canyons.

Suggestion: more frequent bus shuttles going up and down the canyon during peak hours or imposing a reasonably, priced toll for the canyons during the winter season.

COMMENT #: 12982
DATE: 9/3/21 6:48 PM
SOURCE: Website
NAME: Stephanie Viehl

COMMENT:

I plan to visit LCC again and a gondola would ruin the tranquil nature experience that i come to Utah for.

Please look for alternatives that are not as expensive and will not ruin nature

COMMENT #: 12983
DATE: 9/3/21 6:49 PM
SOURCE: Website
NAME: Rodger Renstrom

COMMENT:

According to the UDOT Little Cottonwood Canyon EIS, "Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains." UDOT's preferred options do neither of those things. What they do is forever alter and further commercialize a unique urban forest canyon, a priceless resource benefiting a broad community living along the Wasatch Front. The "needs of the community" and the "values of the Wasatch" fall far behind UDOT's and the state's real desire to get as many people up LCC as possible, all to benefit two private businesses for roughly 30 days a year. The problem demands more creative, and less costly, thinking than "build more road," or "build a carnival ride through a national forest."

UDOT's decision making on this issue has been flawed from the start because it sought to solve a unique problem with a standard answer. LCC experiences severe traffic problems less than 10 percent of the year, primarily during winter weekends, holidays and occasional powder days. The congestion occurs because too many private vehicles enter the canyon during peak periods through a narrow-morning time window. The problem is exacerbated when snowfall requires avalanche control work. UDOT has made no effort to solve this problem using immediately available options at a lower cost to ALL members of the community.

Let's look at some of the facts surrounding the value and nature of LCC and UDOT's promotion of a half billion dollar "remedy":

- Widening S.R. 210 or introducing a gondola will accelerate the number of people entering the canyon.
- Serious congestion is currently only a problem during the winter.
- Heavy traffic only occurs about 30 days a year.
- Traffic issues are due to the attractions held by private companies operating largely on public land.
- The gondola would only service two business locations and ignore trailheads, climbing sites, and other areas of community interest in the canyon.
- A significant percentage of private vehicles heading up LCC transport only the driver.
- Traffic problems during snowstorms can be reduced with more consistent "enforcement of vehicle traction requirements.
- LCC has a good avalanche control record.
- When the canyon road is closed due to avalanche danger, the ski resorts are often closed to skier traffic too.
- Pollution will decrease with the introduction of zero emission buses.
- Climate change is real and may continue to decrease average annual snowfall; powder panic may not be as big of a problem in the future.

Although safety in the canyon is of prime importance, concerns about canyon safety are overblown. It is more lethal to drive I-15 than S.R. 210. And the ski community has managed to coexist with avalanche control issues for over 50 years. Snow management has been an understood part of the ski resort business model since its inception and both resorts have managed to become very successful.

UDOT should revisit its objectives of meeting "the needs of the community while preserving the values of the Wasatch Mountains." Its proposals, especially the ill-conceived gondola, do nothing to control the pressures on the canyon itself, they only serve to increase visitors and generate revenue for private companies and developers. UDOT must emphasize what is really important here, the protection of LCC values from the cumulative effects of commercialization and development. Accommodating

reasonable transportation needs to the ski resorts and the segment of the community they attract is important, too. That does not mean encouraging an ever-increasing or unlimited number of visitors.

From destroying prime non-ski-resort recreation opportunities to altering the natural condition of the canyon itself, UDOT's preferred options should not even be on the table until less intrusive and less expensive alternatives are implemented, tested, and exhausted. Here are just a few options to help address the underlying simplicity of the real problem, too many private vehicles in the canyon on some days:

- Identify weekends, holidays and other select days as peak periods with standardized canyon traffic protocols understood by all visitors.
- Require a carpool minimum during certain times.
- Provide truly expanded bus service to the resorts during busy days and hours on a reliably standardized basis.
- Consistently provide public transportation with priority access to the canyon during problem hours.
- Eliminate private vehicles in the canyon altogether during peak hours.
- Explore ways to give canyon employees priority access to the ski resorts; staffing the ski resorts is a challenge for those businesses.
- Adjust ski resort hours of operation on problem days.
- Erect a canyon entrance service booth to help manage visitors, similar to that used successfully in Millcreek Canyon.
- Identify a carrying capacity that doesn't compromise the nature of LCC before developing permanent ways to crowd even more people up the canyon. Maybe we have already reached that capacity on certain days.

Average annual snowfall in LCC has been trending downward for decades. It is possible that powder days, which are the catalyst for some of the most heavily congested days, will decrease in the future. Perhaps in another twenty years there will be fewer powder days to drive a fraction of the community to congest S.R. 210 for a few hours on a given day. A wide road or a gondola may simply turn out to be no more than a standing monument to misguided engineering, like a giant corroded pump in the middle of a dry lake bed.

There are myriad ways to address LCC's traffic challenges without forever damaging the "value of the Wasatch." Building a bigger road or installing a carnival ride may increase value for two private companies, but either would forever transform the canyon's value to the broader community. And those changes will continue to contribute to ever greater changes down the road, so to speak. The cumulative effects inherent in either of UDOT's preferred alternatives are unacceptable.

COMMENT #: 12984
DATE: 9/3/21 6:49 PM
SOURCE: Website
NAME: Gene Weymouth

COMMENT:

Gondola may be the best answer but I am not entirely certain.

COMMENT #: 12985
DATE: 9/3/21 6:49 PM
SOURCE: Website
NAME: Marianna Buckel

COMMENT:

The proposed alternatives to the congestion in Little Cottonwood Canyon are serving the needs and desires of the ski resorts and tourists, rather than that of the Utah locals. The gondola is devastation, an eyesore, and building infrastructure such as that in Little Cottonwood Canyon would show that the priorities of this government are that of money and tourism, rather than protecting the last bit of wild Utah that is left. Did not Brigham Young first see this valley and proclaim it as the land of the holy? How are we to see what's left of this same land and continue to destroy the wilderness with senseless structure to make "traffic lighter," when the reality of this is that this will only cause more people to enter into this canyon. If we think folks will drive to the base of the canyon, see a long line for the gondola, and not just drive themselves the rest of the way we are being naive. If anything is to happen to this canyon, it is the widened / third lane proposal. However, this is once again prioritizing a group over another group, as this proposal is benefitting those skiers while eradicating classic climbs along this road. Salt Lake City has recently become the mecca for climbing, by integrating this proposal we would only say we care more about the needs of ski franchise and not about the vast group of individuals that come to recreate responsibly up the entire length of the canyon. In short and summary, the gondola is the WORST, the third lane is below average, and doing nothing is what is best for the people! If we want to ski the best powder on earth, we can either earn our turns or suck it up and wait in traffic. These proposals will in no way reduce congestion.

COMMENT #: 12986
DATE: 9/3/21 6:50 PM
SOURCE: Website
NAME: Calvin Meyer

COMMENT:

I do not support the gondola due to the environmental damage to the canyon it would cause, it would increase congestion in cottonwood heights around the station terminal and ruin the natural scenery. I am in favor of other alternatives

COMMENT #: 12987
DATE: 9/3/21 6:51 PM
SOURCE: Website
NAME: Bridget L

COMMENT:

Horrible idea. Oppose this as a viable solution to solve the transportation issue

COMMENT #: 12988
DATE: 9/3/21 6:51 PM
SOURCE: Website
NAME: Deanna Smith

COMMENT:

Do not build the gondola!!! Buses as a vote 100000 percent don't ruin our beautiful iconic rock climbing and canyons

COMMENT #: 12989
DATE: 9/3/21 6:51 PM
SOURCE: Website
NAME: Matt Cichoski

COMMENT:

I'm against the gondola and would not like to see it go through. I think better bus systems and wider roads would be better.

COMMENT #: 12990
DATE: 9/3/21 6:52 PM
SOURCE: Website
NAME: Glen Finley

COMMENT:

Please consider a train that interconnects all the Wasatch Mountains.

COMMENT #: 12991
DATE: 9/3/21 6:54 PM
SOURCE: Website
NAME: Chelsey Kenney

COMMENT:

Please please go with the Gondola for the cottonwood canyon. This is a green and efficient way of addressing the traffic issue and will be great for all residents of the salt lake valley. The idea that we shouldn't allow people in the canyon is not realistic and would hurt Utah's state and local economies. We should celebrate our growth and the gondola is a great way to keep our communities moving forward.

COMMENT #: 12992
DATE: 9/3/21 6:54 PM
SOURCE: Website
NAME: Zach Bradford

COMMENT:

The canyons should stay as they are! Both widening and creating a gondola would devastate a fragile ecosystem and burden the views for which people go to LCC

COMMENT #: 12993
DATE: 9/3/21 6:55 PM
SOURCE: Website
NAME: Colby Stevenson

COMMENT:

Please DO NOT follow through with the gondola as it does not solve the traffic problem we need to explore other options like building a monorail or train that comes through the city and up.

COMMENT #: 12994
DATE: 9/3/21 6:55 PM
SOURCE: Website
NAME: Lauren Whitney

COMMENT:

I do not support the gondola plan. It doesn't provide sufficient transportation volume per hour, for only the winter, to justify the expense and environmental impact. Less costly and potentially more effective options exist such as the added lane and or bus plan as measures that should be piloted as the least in the latter example.

COMMENT #: 12995
DATE: 9/3/21 6:57 PM
SOURCE: Website
NAME: Kara Trevino

COMMENT:

I am a lifelong Utahn that has been skiing in the Cottonwoods for over 40 years. I love Little Cottonwood and all the recreation and beauty it has to offer. I am a 30+ year season pass holder at Snowbird, but enjoy backcountry skiing up Grizzly Gulch, Red Pine and Flagstaff, as well. I frequent the canyon in the summer, too. Hiking Superior and the Pfeifferhorn.

I think the gondola is the best solution to improve transportation in Little Cottonwood Canyon. It will be more reliable than buses and road expansion. The most congested days are when it is snowing. More buses and cars on an expanded road will not add to mobility and we will have the same or worse delays and congestion. I have had countless days that have taken me and my family 3-4 hours to get down the canyon when there is an inch of snow on the road. If the gondola was an option, we could ski to the end of the day and ride down the canyon safely and reliably.

I have a teenage driver that I would be worried about driving the canyon if it was a snowy day. If there was a gondola, he could drive to the base, park and safely ride to the resort and return without the hazards and delays of the road. A bus would not offer the same reliable, safe transportation on a snowy day. In addition, I know of stories where it took people 6 hours to get down the canyon on a bus.

The construction of the gondola won't take as long as the expanded road and will have less of an impact on the canyon ecology and water quality. The footprint of the towers is far less than the added roadway and the interruption to wildlife and natural beauty of the canyon. How many construction seasons will the road take and what will the disruption to using the canyon be? The canyon congestion needs to be addressed immediately, not 5-10 years from now. The height of the towers and the visual of the gondola is not my favorite but I think it is the only solution to the congestion and transportation problems in LCC. Utah's population is one of the fastest growing in the country and more and more people are moving here because of our world-renowned skiing and its proximity to our urban areas.

The gondola is a better solution for air quality. An expanded road, with diesel buses and more cars that snakes up the canyon will not help with air quality. The gondola provides a near-zero emissions option. The gondola provides a critical secondary access by opening another transportation artery into and out of the canyon. When the road is covered by avalanches, the gondola will be able to move people up and down the canyon. The road closure stops all access and strands everyone either up the canyon or in a long line at the mouth waiting for the canyon to open. There is criticism that the gondola will only serve those going to resorts and not dispersed users going to other spots. 85% of the people traveling up the canyon are going to either Snowbird or Alta. White Pine and Tanners are not the cause of the congestion. The congestion is from resort skiers that want to ski between 9:00-4:30 and have ski team or lessons for their children. Backcountry skiers can head up the canyon early or midday and only have limitations from daylight or weather conditions. Resort skiers are limited by the resort hours and need to be there at the opening bell to get the best snow. Critics think the enhanced bus will help with the summer months but the same kind of congestion doesn't occur in the summer months. Hiking and sightseeing does not need to happen during the hours of 9:00-4:30 like during the ski season and the canyon doesn't close because of snowy weather or avalanche danger. The gondola can run during the summer months as a revenue generator and alleviate parking demands.

Recently, the County Mayor and Mayor of Salt Lake City have asked for the bus option with a phased approach on the road expansion. That is not a solution. It is status quo. No one is going to take an alternative method of transportation unless it is truly quicker, reliable, and safer. The gondola meets these criteria.

UDOT should also consider having stricter requirements for vehicles and snow tires that are allowed up the canyon during the winter. We have been delayed count less times by non-AWD cars or SUVs that don't have proper tires. It only takes one ill-equipped driver or car to mess up the canyon for everyone.

UDOT should also discourage single occupant vehicles during peak hours. This would help with congestion and air quality. Without tolls, people will not get out of their vehicles. I am hopeful UDOT can find an alternative to the snow sheds. They will be expensive and ugly. It seems like on high avalanche days, the gondola capacity could be increased and allow crews to clear the road or do control work to mitigate avalanche danger. In conclusion, the gondola is the best alternative for safety, reliability and mobility and I am excited for UDOT to address the congestion problem.

COMMENT #: 12996
DATE: 9/3/21 6:58 PM
SOURCE: Website
NAME: Todd Chen

COMMENT:

UDOT construction crews arent even competent enough to keep a single dump truck full of gravel on its tires. How do you expect them to build an entire gondola without messing up the environment around the gondola towers? Just widen the road.

COMMENT #: 12997
DATE: 9/3/21 7:00 PM
SOURCE: Website
NAME: Brady Morris

COMMENT:

I think that the Gondola is the better option and less impact to the canyon.

COMMENT #: 12998
DATE: 9/3/21 7:00 PM
SOURCE: Website
NAME: Zach Burt

COMMENT:

We would love any help moving traffic through our canyons. People don't understand the benefits of tourism, and that's what Utah offers. A couple gondola towers isn't gonna kill anyone, you will be fine.

COMMENT #: 12999
DATE: 9/3/21 7:03 PM
SOURCE: Website
NAME: Drew Weston

COMMENT:

I believe that neither option presented is an equitable solution to the congestion problem of LCC. The gondola being the absolute worst option presented. It would only service the resorts and would destroy the beauty of LCC. The impact of a gondola would be irreversible and would destroy a lot of the amazing climbing in the canyon. I would like to see more options that don't completely alter the canyon and actually help service all aspects of why we go into the canyon i.e. climbing, hiking, biking. We should not alter the canyon just to better service 2 ski resorts for a few months out of the year.

COMMENT #: 13000
DATE: 9/3/21 7:03 PM
SOURCE: Website
NAME: Anna de Lorenzi

COMMENT:

This is a terrible mistake, it will greatly impact the climbing community and developing a naturel area is NEVER the right thing to do :/ do better

COMMENT #: 13001
DATE: 9/3/21 7:03 PM
SOURCE: Website
NAME: Catherine Haddad

COMMENT:

I think this is a bad idea because of many different reasons. Reason number one being it's disruptive to the ecosystem. Thats all. Pls don't install

COMMENT #: 13002
DATE: 9/3/21 7:06 PM
SOURCE: Website
NAME: Ryan Bird

COMMENT:

Please do not use my tax dollars to support Private Ski Resort Corporations.

COMMENT #: 13003
DATE: 9/3/21 7:07 PM
SOURCE: Website
NAME: Brock Holt

COMMENT:

I use little cottonwood canyon as a backcountry skier in the winter. The plans all seem to be focused on resort skiers and not in uphill folks. I want to make sure that we are not excluded from access to the roads, hills and parking.

COMMENT #: 13004
DATE: 9/3/21 7:08 PM
SOURCE: Website
NAME: David Robinson

COMMENT:

If UTA Bus Service remains a part of the transportation mix in Little Cottonwood Canyon, with or without enhanced bus lanes, then UTA has some serious work to do to deliver a viable product. You have got to keep the buses on the road when it snows. It is very predictable where the buses will go off the road. And that, of course, makes a mess of things. Top of the bypass road is the number one area of concern. You have got to provide adequate and reasonable places for skiers to stow their gear while on a ski bus route. Over the years I have watched the ski racks come and go. At a Mountain Accord Transportation group session back in the day I remember a UTA supervisor complaining that when there were ski racks on the buses, it took too long for the passengers to load and unload, and the schedule went out the window. OK, I get it that keeping on the schedule is important to a transportation entity, but in this case it should be about delivering a service that meets the needs of the riders as well. That brings us to the plan to end multiple stops at the resorts, and have only one stop at each ski area on the highway. Bad idea. Again, I get it that trying to get in and out of the Snowbird Center, the Wildcat turnaround, and the ticket office stop at Albion is very challenging at times. Those stops, along with the Hotel stops in Alta provide good service to the community, employees, and Season Pass holders. As your own data shows, employees and pass holders make up the majority of your ridership. If you work at the Peruvian, and the bus stop is up by the Post Office, and it's snowing you are not going to want to walk along the road, with the plows and traffic, to get back to your place of employment. Same thing for pass holders who may have seasonal lockers in a variety of buildings scattered around the town of Alta. If this is, in fact, the future outcome, you are going to find a different way to commute in the canyon. Let's review:
Right size the equipment so that it will stay on the road
Take care of the need to transport ski gear
Provide routes and service that will be attractive to current riders, and hopefully make it an attractive option for future riders.
Thank you.

COMMENT #: 13005
DATE: 9/3/21 7:09 PM
SOURCE: Website
NAME: Nick Pederson

COMMENT:

My stance is the first option of enhanced bus service. This would be the least impactful and could be more useful than no enhanced service. This will help bring more guest to and from LCC. However the extra road and gondola will be too impactful and bring too many people into the canyons. There is a carrying capacity and these options are too impactful. I am an Alta season pass skier.

COMMENT #: 13006
DATE: 9/3/21 7:10 PM
SOURCE: Website
NAME: Amie Francis

COMMENT:

The gondola will absolutely ruin the canyons and overfill the canyons destroying the canyon we know and love.

COMMENT #: 13007
DATE: 9/3/21 7:10 PM
SOURCE: Website
NAME: Keith Kirkman

COMMENT:

I like the idea of the gondola eliminating a lot of traffic. Whichever plan is finally decided, the park and ride lots need to be greatly expanded to handle all of the riders either on the gondola or enhanced bus service. Also, the avalanche sheds should be implemented to greatly reduce the possibility of road closures.

COMMENT #: 13008
DATE: 9/3/21 7:12 PM
SOURCE: Website
NAME: AJ Marino

COMMENT:

The proposed gondola would eliminate every last possible wild opportunity in Little Cottonwood Canyon. It provides transportation to the rich and leaves individuals with little connection to what makes the Wasatch special. Not to mention 250ft lift towers plaguing the landscape. The gondola is not an actual transportation solution, it's a money grab for the CEO's of private resorts. Move forward with enhanced bus transit and save the canyon.

COMMENT #: 13009
DATE: 9/3/21 7:14 PM
SOURCE: Website
NAME: Lindsey Elliott

COMMENT:

I like option A, a private bus lane. The gondola is so much public money that solely benefits these private resorts. They want to solve the parking issue, they should build their own multi-story parking structures and improve on what they already have paved. Snow shed tunnels are amazing, a bus lane is amazing. Expanding the park and ride lots is fantastic! Keep major construction out of the Canyon! We the people do not want to pay for a gondola that will do so little for the public. PLEASE keep it minimal and keep the resorts responsible. The people who really care about the mountains appreciate the backcountry. We the people appreciate learning and respecting nature, I don't want to see it from a gondola! Anyone who wants to look down at nature instead of be in it should book a room at the top of snowbird.

COMMENT #: 13010
DATE: 9/3/21 7:14 PM
SOURCE: Website
NAME: Trevor Schlossnagle

COMMENT:

Spending half a billion dollars minimum on a problem for two private businesses that exists a maximum of what, 30 days a year, is not a good use of taxpayer money in Utah. How has the effect of climate change been factored into this analysis? This year has been a stark reminder of what the future looks like in the Wasatch - warmer temperatures, less snowpack, lower lake levels... how many lake effect powder days will Alta see by 2040, or even 2030? If either of these "preferred alternatives" are chosen, the canyon will be irreversibly damaged for a problem with a limited lifespan.

Let's also take a second to address the extremely narrow scope of the problem. 30 days a year, maximum, let's say 20ish days on average, for the customers of two private businesses. And these "solutions" will have a permanent impact on every single other user of the canyon, nearly all of which is PUBLIC LAND, 365 days a year. All dispersed recreation - hiking, climbing, mountain biking, whatever, will be scarred forever by either a gondola or expanded lanes. Parking in the canyon, which is already severely strained, will be a complete mess with either of these "solutions".

What if we take a less extreme approach, and actually TRY some of the less destructive options out there first? bus services, tolling, and other traffic mitigation strategies should be given a serious attempt before anything drastic is done, especially since the two "solutions" do absolutely nothing to address dispersed recreation needs. People in Salt Lake Valley don't view Little Cottonwood Canyon as simply the road you take to get to the fancy resorts, they see it as a wild and diverse place to recreate the entire length of the canyon. So maybe it's time to go back to the drawing board and reformat the problem, instead of creating new problems for everyone else.

COMMENT #: 13011
DATE: 9/3/21 7:14 PM
SOURCE: Website
NAME: Hailey Griffin

COMMENT:

Today is the last day for public comment and I still can't think of anything to say that will actually be heard. Expansion of roads, a gondola, or a train, are not going to fix any of the immediate problems we face as a community. Furthermore, they're expensive temporary fixes that don't address our real problem, population growth of the state and more directly Salt Lake Valley.

As a taxpayer, it's hard to conceive that we'll be forced to pay half a billion dollars for any project that simply benefits two private businesses, especially to "fix" a problem we see 10-15 days per year. Our focus should be focused on the 2021/2022 ski season and holding the ski areas accountable for their inaction of mitigation of traffic in Little Cottonwood Canyon. It's hard to fathom that we can't do something today.

Traction laws that are in effect the entire season, Canyon vehicle permits that require tire inspections and a fee (they do it in OR), the ability to close the highway when the Canyons are at capacity, and more funding to the Cottonwood UDOT Shed are all options that we could consider now. The Cottonwood UDOT Shed is over-extended as I see it. Having sheds in both Little Cottonwood and Big Cottonwood Canyons (how are we not discussing Big?!) would be great starts at having plows at hand when weather moves in fast. I understand the Cottonwood Shed is already heavily funded, but if we're considering a half billion dollar option for one canyon, why can't we focus on both canyons and utilizing amazing resources that we already have at hand. This would create more state jobs and improve infrastructure.

I don't know the answer, but I don't believe a Gondola, operating half the year and only stopping at two private businesses, benefits anyone. There has to be a better solution. In my experience, there is never just one way to fix a problem. Thank you for your time.

COMMENT #: 13012
DATE: 9/3/21 7:14 PM
SOURCE: Website
NAME: Liam Alfred

COMMENT:

This gondola is going to destroy the canyon we have lived with our entire lives. The project will take far too long and ruin the canyons as we know it

COMMENT #: 13013
DATE: 9/3/21 7:16 PM
SOURCE: Website
NAME: Karoline Meador

COMMENT:

Neither of the alternatives that UDOT has presented are good enough. The gondola will be a permanent eye sore to a beautiful canyon that is used for more than just skiing at the resorts. The canyon serves as recreational place for mountain bikers, hikers, rock climbers and ice climbers, back country skiers, etc. The gondola only serves the interests of Alta and Snowbird. Additionally, it will increase car traffic in residential areas where the gondola will load. Are the infrastructure in those areas prepared to handle that traffic? The gondola will only fill the canyon with more people and we do not know the capacity of the canyon since a study has not been done. Will UDOT commit to having a capacity study conducted?. The road widening is also not good enough. Both the impact of the gondola and the road widening will cause detrimental damage to the canyon, including destroying over 100 granite boulders that are recreated on and loved by the Salt Lake climbing community, as well as climbers that come from all over. These boulders are a staple for Salt Lake climbers and are important part of the climbing culture and community in Salt Lake. As someone who lives near and recreates in LCC, I don't want to see a gondola permanently scar the canyon, nor do I want to see more asphalt poured. UDOT needs to explore an increased and improved bus system more in depth before moving on to any other alternatives. While the technology of a gondola doesn't have the capacity to improve over time, bus technology does. We will be able to adapt as technology improves and cleaner, more efficient solutions become available. Make the busses run more regularly and impose a modest toll at the mouth of the canyon to further incentivize people to carpool. Find a way to incentivize the busses, just as the resorts were prepared to incentivize the gondola. Please do not pander to the ski resorts. Listen to the residents of SLC and Cottonwood Heights who are strongly opposed to these alternatives and work with us to preserve the canyon and the beauty it holds, and support the smaller communities that recreate the canyon and wish to take care of it and see it thrive.

COMMENT #: 13014
DATE: 9/3/21 7:16 PM
SOURCE: Website
NAME: Ethan Dubil

COMMENT:

Hello, I would like to advise against the gondola. A canyon that is tens of millions of years old should not have a gondola running up the middle of it. I understand it would be hugely profitable for Alta and snowbird, bringing in tons of revenue to Utah, but I feel it would be wrong to do anything that detracts from the natural beauty of this canyon, no matter the possible upside.

COMMENT #: 13015
DATE: 9/3/21 7:16 PM
SOURCE: Website
NAME: Steve Gibson

COMMENT:

To design anything that still requires the majority to use a vehicle to access in today society is beyond short sighted and will lead to further traffic problems. The following aired on KPCW in Park City yesterday and every final decision maker should take a good listen prior to lifting a pen to a final proposal of any kind. Get this right or live with it for the next 75 years!

The following is timely and relative.

How the Invention of the Automobile Shaped Society from Cool Science Radio on my KPCW.

<https://bit.ly/3yUbda1>

COMMENT #: 13016
DATE: 9/3/21 7:18 PM
SOURCE: Website
NAME: Mary Kay Clark

COMMENT:

Have you considered what happens when we lose the GSL as a water and snow source?

COMMENT #: 13017
DATE: 9/3/21 7:20 PM
SOURCE: Website
NAME: Kelly Nielson

COMMENT:

I'm for the Gondola

COMMENT #: 13018
DATE: 9/3/21 7:20 PM
SOURCE: Website
NAME: Sierra Swan

COMMENT:

I think that the gondola is a poor and wrong choice for the canyon. I don't think that it will prevent a decrease in traffic because cars will still attempt to drive up. I also think that the environmental impact via putting the concrete towers in our water shed is simply not a solution. I think that there are much more effective measures- continual traction laws, more public transit (by funding a better bus system), and prioritizing car pooling that we can implement this season. Thank you for your time.

COMMENT #: 13019
DATE: 9/3/21 7:22 PM
SOURCE: Website
NAME: Adam Bellomy

COMMENT:

Thank you for taking the time to read my comments on the EIS. My primary concerns/feedback are as follows:

- My primary concern is that the current plans would increase the amount of users in the canyons which would reduce the quality of the recreation and increase the impact on the environment. The concluded alternative should seek to maintain the current experience. Even if that means limiting the number of users in the canyon. Resort skiers make up the largest portion of the users and there needs to be a cap on the number of resort skiers in the canyon in a given day.
- Before making a major investment using tax payer money, options such as tolling and incentivized carpooling should be considered. Tolling should be used to manage canyon capacity.
- Bus service should be increased during peak periods and run during a wider range of times during the day (i.e. 5am - 10pm).
- The fastest growing group of canyon users is backcountry skiers and hikers. The solution that is selected should include expanded parking at backcountry skiing and hiking trailheads.
- Parking near Alta/Snowbird should also be expanded to include spots for backcountry ski and hikers
- Roadside parking near backcountry ski trailheads such as White Pine, Tanner's Gulch, Coalpit should be expanded.
- The resorts will benefit the most from any option selected. They should be required to pay for a significant portion of the cost.

COMMENT #: 13020
DATE: 9/3/21 7:22 PM
SOURCE: Website
NAME: Mackenzie Epperson-Valum

COMMENT:

I oppose the idea of a gondola for several reasons. But mainly, the bigger problem is trying to get more people up the canyon when it's already beyond its carrying capacity. Instead we should find better ways to regulate the impact we are having on the environment. Furthermore, the gondola only accessing resorts is not going to contribute to those who choose to venture into the public backcountry space. And it will be an eye sore. Please NO gondola

COMMENT #: 13021
DATE: 9/3/21 7:28 PM
SOURCE: Website
NAME: Susie Albertson

COMMENT:

The problem in Little Cottonwood Canyon is only for a few hours 10 days a year! Most of the limited problem could be solved by Avalanche sheds and tolling on powder days. If there is still a problem then the Ski Resort Employees can be encouraged to ride the bus instead of driving in their cars. All of these should be done before anything major is done to the Canyon. The EIS has obfuscated the fact that the enhanced bus with shoulder lane, is a four lane highway! A four lane highway up the Canyon would destroy it!. These two major projects are to get rich people Skiing faster. While the west side sits in gridlock everyday.

COMMENT #: 13022
DATE: 9/3/21 7:29 PM
SOURCE: Website
NAME: Matthew Butrum

COMMENT:

I would like to state my objection to the gondola plan. The gondola is a costly and permanent solution to what is a problem on a small percentage of days out of the year. The travel times of the gondola don't take into account the time to make it to the station. During peak loading times what will the wait time be to board the gondola. It will not ease congestion at the mouth of the canyon as cars pile into the base station. Tolling would have to be extremely high to force people into the gondola rather than just driving up the canyon. Expand parking for buses, investing in electric buses and tiered tolling to reward carpooling would be cheaper and more effective measures to reduce traffic in LCC.

COMMENT #: 13023
DATE: 9/3/21 7:29 PM
SOURCE: Website
NAME: Melanie Stone

COMMENT:

Environmental damage from road construction or from the gondola will be irreparable. Climate change may reduce the snowpack and negate the need for either option. Funds could be spent in so many other ways that would reap benefits instead of lead to the damage and waste of these proposals.

COMMENT #: 13024
DATE: 9/3/21 7:33 PM
SOURCE: Website
NAME: Ryan Little

COMMENT:

As a climber and Geotechnical engineer that has spent countless days in LCC, I can safely say that neither the gondola or the road widening could be accomplished without special exemption being given to the project in regards to rock fall, slope stability, avalanche, and debris flow. And why should a project that only benefits a select few (ski resorts) be given exemptions. The same question can be asked about funding with the public's tax dollars. Furthermore the environmental impact would be devastating I suggest a permit system, similar to how our national park is going (Yosemite). I think it's fair to say that the canyons only have so much vehicle capacity, and a permit system would ensure that without and infrastructure costs. In my experience, while the permit system in our national parks was originally met with disgust from myself and others, it actually does have a positive impact by reducing congestion and traffic.

COMMENT #: 13025
DATE: 9/3/21 7:33 PM
SOURCE: Website
NAME: Alexandra Ng

COMMENT:

Please consider widening the roads instead of destructive options that will destroy landmark climbing boulders.

COMMENT #: 13026
DATE: 9/3/21 7:35 PM
SOURCE: Website
NAME: Peter Dahlberg

COMMENT:

Has the "Loop system" that is available from the Boring Company been considered in place of the Gondola for little cottonwood canyon. If so, where can I find documentation of the analysis that was done. As far as I can see, the loop system would be less expensive and superior with regard to all criteria used to evaluate the gondola option. The loop system is proven technology with a demonstration system operation in Las Vegas.

COMMENT #: 13027
DATE: 9/3/21 7:36 PM
SOURCE: Website
NAME: Lismore Nebeker

COMMENT:

I don't understand how we've gotten to this point. How are these the only two options? While long term solutions the gondola has extreme potential of streamlining commuting up the canyon why haven't we started with simple solutions? to get up the canyon ? Increasing bus capacity? Increasing bus incentive ? There has to be a way to start the process at a slower pace.

COMMENT #: 13028
DATE: 9/3/21 7:36 PM
SOURCE: Website
NAME: Lindsey Bellomy

COMMENT:

I fear making irreversible damage to our beautiful canyon. Unfortunately both solutions offered will permanently change our canyon. Less drastic measures must be taken before altering our canyon forever. We need to focus on decreasing our impact, not increasing accessibility and profit for the ski resorts. Some less invasive alternatives that should be considered are as follows:

Increasing bus/shuttle accessibility

- Have buses stop at popular hiking and backcountry ski locations
- Increase the bus frequency on weekends/holidays/high traffic days
- Start buses earlier to allow backcountry users to utilize public transportation
- Create more park and ride lots for increased accessibility

Our focus now should be on decreasing our impact and to protect the land for all users. Please consider less invasive alternatives before making a mistake we cannot reverse.

COMMENT #: 13029
DATE: 9/3/21 7:39 PM
SOURCE: Website
NAME: Catherine Nuar

COMMENT:

I strongly oppose the gondola solution for LCC. The canyon has limited capacity that the gondola solution ignores. Additionally, building the gondola would destroy many key bouldering areas and have a negative environmental impact.

Environmental consciousness and canyon capacity aside - it is ludicrous that we are being asked to fund a "solution" that support two multi million dollar corporations (Alta and snowbird) while ignoring the many users of the canyons. As well, this permanent solution is only applicable on a very limited number of weekend days per winter . It is irresponsible to harm the ecosystem for just a short sighted solution

COMMENT #: 13030
DATE: 9/3/21 7:39 PM
SOURCE: Website
NAME: Adam Pellerin

COMMENT:

Please keep development minimal! More buses and improving existing infrastructure is the only reasonable option in my eyes

COMMENT #: 13031
DATE: 9/3/21 7:40 PM
SOURCE: Website
NAME: John Ryan

COMMENT:

The purpose of this EIS is to help determine which option would have less impact on the environment in Little Cottonwood Canyon. Less impact equals less people and less vehicles, which should be in line with the greater environmental impact goals the Salt Lake Valley in general.

It would seem that the goal is to reduce the impact of human activity in Little Cottonwood Canyon by placing a ceiling on user days in the canyon year-round regardless of the activity. And to provide access to all those activities (ie. resort and back-country skiing, ice and rock climbing, snow shoeing and cross-country skiing as well as hiking and mountain biking, etc.) with levels that provide the best wilderness experience for all.

Also, it would seem that a gondola would favor the use to skiers while diminishing the remaining recreational user's opportunities. I would like to believe that the best solution would benefit all recreational users in the canyon and it would seem that an enhanced /improved Hwy 210 would achieve that to provide better bus access for the benefit all users and resort operators. Otherwise, it would seem that only the resorts would benefit at the taxpayer's expense. Finally, a fee system seems like the best solution presently to mitigate overuse in the canyon. Season passholders would absorb their share in their pass price while citizens and tourists would be levied a reasonable day use fee, much as has been implemented in other canyons in the valley.

It's obvious that this and other Utah canyons, with their unique beauty, should be protected in any reasonable way from the overuse and mismanagement it is presently experiencing.

COMMENT #: 13032
DATE: 9/3/21 7:41 PM
SOURCE: Website
NAME: Rick Whitson

COMMENT:

No gondolas! And let's start with something simple like improved bus service but not spend an arm and a leg on major road changes. Express buses to the resorts and local buses that would also stop at backcountry trailheads. Cars still able to go up but with tolls.

COMMENT #: 13033
DATE: 9/3/21 7:43 PM
SOURCE: Website
NAME: Joshua Tao

COMMENT:

I'm in Little Cottonwood all seasons throughout the year. I'm a huge skier and utilize it plenty in the winter. I find that adding a gondola or widening the road would be incredibly detrimental to the natural beauty of the canyon. To destroy the view shed or to remove boulders in order to alleviate traffic solely on weekends and only 2 or 3 months out of the year sounds incredibly destructive. Please hear out others perspective on this manner, I am a skier and climber. Little Cottonwood is greatly famous for its climbing and doing anything to detract from the wildness of the canyon would have a huge impact on the community

COMMENT #: 13034
DATE: 9/3/21 7:44 PM
SOURCE: Website
NAME: Ryan Goff

COMMENT:

No gondola.

COMMENT #: 13035
DATE: 9/3/21 7:44 PM
SOURCE: Website
NAME: Carly Scofield

COMMENT:

I honestly feel that we should acknowledge that the canyons have a limited capacity and we may be at it. There are ways to approach that kind of problem, without altering the landscape such as daily lotteries for who can go up the canyon would, a reservation pass system, or tolling. I am aware that none of these would be popular options and that we as a group are unlikely to acknowledge the canyon's limitations. Therefore we need to try less invasive options and prove whether or not they could alleviate the current traffic issues before taking drastic measures that will permanently alter the landscape for the worse. These options could include things like increased parking outside the canyon to encourage carpooling and other mitigation strategies.

That said, if I have to choose between the two proposed options I would choose the bus. The gondola would irreversibly and severely impact the landscape in a negative manner that is impossible to adapt to potential future changes. If climate change negatively impacts the ski industry and people stop using the canyon so much in the winter we'll be stuck with an expensive ugly gondola that is difficult to repurpose. It will destroy favorite trails and hundreds of climbing routes that our community cherish. The canyon is about more than the ski resorts and it belongs to all of us, not just them.

COMMENT #: 13036
DATE: 9/3/21 7:45 PM
SOURCE: Website
NAME: Sara Windle

COMMENT:

as a utah native who also has spent 20 years living and skiing in Colorado, i wholeheartedly support a better solution for accessing the Cottonwood Canyons. one need only look at what a lack of future planning has done to CO and the traffic on I-70 to know SLC is not far behind these issues. i urge you to expand bus service and restrict individual cars as your solution. this will ensure everyone who accesses the mountain will pay for it, rather than placing the cost burden solely on the SLC community. furthermore, commuting via bus becomes a much more attractive transit option when the buses are on time and not stuck in traffic (full of single drivers!). there will be growing pains as nobody likes change, but i urge you to be brave and strongly encourage, or require the use of public transportation to access what is becoming an overwhelmed part of the state. i look forward to seeing your amazing results, thanks for the opportunity to comment.
Cheers,
Sara Windle

COMMENT #: 13037
DATE: 9/3/21 7:47 PM
SOURCE: Website
NAME: Sam Omer

COMMENT:

No gondola! The canyon is so much more than ski resorts. Please do not ruin the canyon with a gondola. The increase of electric bus traffic will greatly improve accessibility in the canyon for everyone. Please no gondola.

COMMENT #: 13038
DATE: 9/3/21 7:47 PM
SOURCE: Website
NAME: Patrick Keenan

COMMENT:

Rather than spend millions of dollars and years of construction on a project that will take away the natural beauty of the canyon and only service Snowbird and Alta, we should increase the funds to the current programs/resources and expand the bus system within the canyons (including additional parking at the base of the canyons).

COMMENT #: 13039
DATE: 9/3/21 7:49 PM
SOURCE: Website
NAME: Deborah Case

COMMENT:

LCC EIS Comment

Upon reviewing the two current EIS LCC alternatives, I can't help but think of King Solomon and "cutting the baby in half".

The option (s) available is not suitable and does not adequately address the issue. Instead, it is destructive to the ONE thing we are trying to address. The canyon.

First and foremost, at the heart of the topic is the Canyon. Not the roadway, a gondola or increasing visitors. Relieving residents from being trapped on snow days is an issue. Peoples daily lives are am issue. Traffic ONLY on snow days is an issue.

A complex, destructive, short-sighted, and expensive project that does little to address the issues, is not the answer.

Exploitation and destruction of an irreplaceable natural resource for the State and private industrys profit, at the taxpayers expense, is not a viable reason.

I am an experienced Canyon user, with a decades long history dating back to the 80's, and currently make over 100 trips a year into the canyon for peace and recreation. I have seen many snow days, and know first hand the issues. These are not viable solutions to the problems.

I CANNOT thoughtfully support

- Widening of the road
- Damage to this unique and world acclaimed environment
- Damage to native animals and plants
- Additional salt into our watershed
- Additional pollution
- Higher speeds that are detrimental to the vulnerable users that we aim to attract and utilize this area.

Widening roads in not effective on snow days. Due to human nature, drivers tend to drive single file on heavy snow days for safety. This eliminates the effectiveness of widening or multiple lanes. Currently, drivers do not utilize all the lanes they have on snow days.

The 2 alternatives suggested are far too large scale, costly and destructive to validate their small contribution to easing a few traffic days.

The alternatives do not seem to take into account todays actively changing transportation or work from home "environment, or the environment of the future.

The data being presented in analysis is already obsolete and no longer is representative of recent human use changes, climatic changes (shortening winter season), future advances in transportation, trends, or future transportation infrastructure development throughout the Salt Lake Valley and state. These solution alternatives are "cutting the baby in half". They are destructive to what we want to elevate and protect.

Please consider moving in the lower scale, less damaging, costly, destructive, and easily modifiable direction of

- enhanced bus service
- mobility hubs
- greater snowplowing efforts

- additional policing officers (assist drivers needs and infraction)
- use of parking reservations
- mountain compliant vehicle enforcement

In addition, please take special notice to the suggestions made by organizations that reflect the peoples best interest, such as the Central Wasatch Commission (CWC) PILLARS document and comments from Utahs League of Women Voters.

Thank you,
Deborah Case

COMMENT #: 13040
DATE: 9/3/21 7:50 PM
SOURCE: Website
NAME: Michael Giessing

COMMENT:

The gondola is the solution that makes the most sense with the large number of car moving up and down the canyon. I know many people are concerned with the changes in the canyon, but the increasing traffic is already doing that.

COMMENT #: 13041
DATE: 9/3/21 7:51 PM
SOURCE: Website
NAME: Pamela Mayer

COMMENT:

The gonola is an awful idea

COMMENT #: 13042
DATE: 9/3/21 7:52 PM
SOURCE: Website
NAME: Hardy Sherwood

COMMENT:

An issue with both alternatives is that they're only intended to handle a fraction of the traffic going up and down the canyon. A solution to the problem needs to handle most if not all the traffic.

The cost of the bus alternative is inflated because it includes cost for extensive road expansion and also includes driver salaries. In the not too distant future, buses will not have human drivers.

The gondola alternative doesn't include the expense of providing busing to the gondola station. Shouldn't it include that expense?

The bus alternative can easily be expanded to handle a significantly larger portion of the canyon traffic. The gondola alternative would be difficult and expensive to expand beyond the proposed 30%.

The advocates of the gondola alternative state that it would be able to transport people up the canyon even when the road is closed. What they don't mention is that in most of these times, the lifts at the resorts would also be closed. That means lots of people would be transported up the canyon with no safe place to stay until the lifts open.

The gondola is estimated to take over half an hour to transport an individual up the canyon. Buses would take about half that time.

The gondola has a few fix stops. What about all the people who wish to go to somewhere else than one of the two resorts? Would they have to drive? The bus alternative doesn't discriminate. It can handle all canyon uses, not just those that wish to recreate at an overcrowded resorts.

Buses can be easily scheduled to handle peak traffic periods. Gondolas can't.

With a bus system, there's a possibility of closing the canyon to private vehicles, at least during peak traffic periods such as start of the day for uphill traffic and end of the day for downhill traffic. That possibility doesn't exist for the gondola alternative.

What I'd like to see is that LCC is closed to private vehicles during the hours when the ski resorts are operating. That would allow buses to operate without the need for major expansion to the LCC road. That would not only solve traffic problems, but reduce pollution in LCC and do so at a fraction of the cost of either of the proposed alternatives.

COMMENT #: 13043
DATE: 9/3/21 7:54 PM
SOURCE: Website
NAME: Rochelle Kaplan

COMMENT:

I don't like either of the 2 options chosen. But of the 2 bad proposals, I prefer road widening and more buses to a gondola. I prefer as a better option charging a fair parking fee for cars, a discount for car-pooling, and limiting the # of daily guests at the resorts. The Ikon pass is already degrading the experience.

COMMENT #: 13044
DATE: 9/3/21 7:55 PM
SOURCE: Website
NAME: Tom McFarland

COMMENT:

I've lived near [REDACTED] since 1977. I've always assumed that Wasatch Blvd would become 4 lanes past La Caille to 9400 S. My concern is that much of the project (gondola) is being done for the benefit of the ski resort companies. They stand to benefit. They should pay a large majority of the development costs.

COMMENT #: 13045
DATE: 9/3/21 7:57 PM
SOURCE: Website
NAME: Suzanne Jansen

COMMENT:

Both the gondola and bus system offerings are flawed solutions. The gondola will be overpriced and two ugly grand posts will have to destroy more of nature for it to be built. The bus system will widen the road hurting more of nature and will take away rare and special climbing routes. I am requesting a third solution that doesn't damage the environment.

COMMENT #: 13046
DATE: 9/3/21 7:57 PM
SOURCE: Website
NAME: Ulrich Brunhart

COMMENT:

I am disappointed in the remaining transportation options for LLC proposed by UDOT.

-The canyon's ultimate carrying capacity has not been established. How do we know when too much is too much?

-All the canyons should be in this plan so as to avoid pushing the over use/ congestion problems from one canyon to another.

-The objective is to move people safely and efficiently. Neither one of these proposals will meet that objective on powder days - everyone will still drive their cars to get "first tracks".

-All users should be served, both dispersed and resorts visitors, during all seasons. 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

-A wider road is not the answer. Removing most or all cars from the equation is the answer. A system with only busses, or trains, accomplishes that. A gondola does not.

-The whole system needs to be flexible (ie. adding stops) and expandable (ie. adding busses or train cars) Again, a gondola does not meet these objectives.

- A toll should be implemented immediately, everyday in all seasons, with all the proceeds put back into the canyons.

-All efforts should tie into a valley-wide plan to ease congestion and promote mass transit use.

-Finally, water (quality and quantity), wildlife, view sheds, the magic of the canyons, etc. MUST NOT be compromised.

Thank you.

COMMENT #: 13047
DATE: 9/3/21 7:57 PM
SOURCE: Website
NAME: Cayden Boll

COMMENT:

I strongly oppose plans for further development of infrastructure in little cottonwood canyon. Instead, I propose that ski resorts are abolished in the canyons in order to reduce our environmental impact on the area, and further reduce traffic.

COMMENT #: 13048
DATE: 9/3/21 7:57 PM
SOURCE: Website
NAME: Nathan Brown

COMMENT:

NO GONDOLA

This is a plan made without any thought towards the locals & the people who are going to have to live with it every day of the year. This canyon does not deserve to be turned into some sort of industrial wasteland, it is so much more than that.

Yes, there is a major transportation issue in the canyon (s) and something needs to be done about it. Why are we going big when we haven't even tried ANYTHING to fix it. Start small & see where it goes.

What about having someone at the mouth of the canyon every day checking tires and vehicles & turning around ones that do not have the vehicle, tires, and ground clearance to handle the canyon with deep snow? All it takes is a handful of civics & mini vans to ruin it for everyone on a big snow day.

Everyone wants to go skiing on a powder day but simply put, everyone can't. Pumping the canyon full of people is going to annihilate the canyon while altabird lines their pockets & leave as soon as its convenient for them. Once the skier experience is ruined (even more than it already has been) this half a billion dollar investment will have been for nothing.

Go back to the drawing board entirely please, there are more sustainable & smaller things that can improve transportation in the canyons right now! listen to save our canyons & everyone else. the enhanced bus isn't much better but at least its not the worst option of all.

P.S. the requirement of M+S tires isn't enough. You need 3PMSF to navigate the canyon efficiently. everyone is just doing the bare minimum with M+S and it is causing problems

COMMENT #: 13049
DATE: 9/3/21 7:58 PM
SOURCE: Website
NAME: Katherine Kittrell

COMMENT:

Build the gondola. The gondola will be a tourist attraction and will serve skiers well on powder days. Gondolas are fun to ride. Design an attractive goldola so we don't mind seeing it on the hillsides.

COMMENT #: 13050
DATE: 9/3/21 7:58 PM
SOURCE: Website
NAME: Pamela Mayer

COMMENT:

Awful idea, I know traffic is a high problem but this is not the answer

COMMENT #: 13051
DATE: 9/3/21 7:58 PM
SOURCE: Website
NAME: Neal Sheehan

COMMENT:

I'm a totally new resident to Salt Lake City and already I've discovered Little Cottonwood Canyon as being one of the most beautiful areas around. It's also a great spot for climbing. I've only lived in SLC a month and already been up in the canyon four times. I cannot imagine how detrimental an unnecessary update to the transportation infrastructure would be to the natural beauty of this canyon. Please consider an alternative.

COMMENT #: 13052
DATE: 9/3/21 8:01 PM
SOURCE: Website
NAME: Therese Watts

COMMENT:

Looking for a world class solution? Looking for a solution that will endure for the long term? Looking for a reliable means to move people up the mountain regardless of the weather?....then the gondola wins hands down.

COMMENT #: 13053
DATE: 9/3/21 8:03 PM
SOURCE: Website
NAME: John Taylor

COMMENT:

I think the gondola is the best option

COMMENT #: 13054
DATE: 9/3/21 8:03 PM
SOURCE: Website
NAME: Leanne Andersen

COMMENT:

I am an avid hiker and snowshoer and spend several days every month enjoying Little Cottonwood Canyon. A couple of weeks ago I summited Pheifferhorn Peak from the Red Pine Lake Trailhead. For the first several miles of that hike I was gifted with unparalleled views of the beautiful pristine land in the canyon. We have so little land like that in the world - spectacular beauty left untouched and undeveloped. It pained me greatly to consider that that land might be developed to allow for a gondola, and the views of this pristine land would be forever tarnished. So much of our world is developed to allow for more people, more business, more profit. Our Big and Little Cottonwood canyons are the diamonds of this valley and every inch of them need to be protected.

I propose that we hold off and do nothing for the time being. There are so few days impacted by heavy traffic. Allow the private businesses that reside in the canyon to fix their own problem. Bus technology is moving forward. Perhaps closing their parking lots and requiring busses on those days is a possible solution.

As residents of this state and of this valley it is our responsibility to protect the canyons. Once the land is developed, we will never get it back. Let our children and grandchildren inherit the gift of these canyons in their pristine form so they can also discover the beauty we enjoy. Please, no expansion, and no gondola.

COMMENT #: 13055
DATE: 9/3/21 8:04 PM
SOURCE: Website
NAME: Sherry Taylor

COMMENT:

I am all for the gondola. I think it's the best option available.

COMMENT #: 13056
DATE: 9/3/21 8:04 PM
SOURCE: Website
NAME: Brian Chapman

COMMENT:

I fully support a gondola. I believe it will be of major impact to the economic well being of the area. It is also a way to better see the beauty and be reminded of why we protect the land in the first place. I also believe it will decrease environmental impacts from pollution and the negative impacts of cars in the canyon. Once again The gondola will bring in great economic impact and can help make Utah and the Sandy area a significant amount of tax dollars.

COMMENT #: 13057
DATE: 9/3/21 8:05 PM
SOURCE: Website
NAME: Andrew Jorgensen

COMMENT:

Gondola is a waste of money. An expensive solution to a problem the resorts created by going with the Ikon pass. Why should the Taxpayer subsidize the mess they have created.

COMMENT #: 13058
DATE: 9/3/21 8:06 PM
SOURCE: Website
NAME: Laura Chapman

COMMENT:

I think a Gondola would be a great addition to the Canyon. It would add a fun way to get up without the problems of cars in the Canyon. I think a lot of people would use it compared to driving.

COMMENT #: 13059
DATE: 9/3/21 8:06 PM
SOURCE: Website
NAME: Trevor Reilly

COMMENT:

In my opinion, the gondola is a great alternative to combating varying road conditions in LCC during the winter months. Moreover, the gondola would allow UDOT to spend less time and resources on the constant avalanche mitigation work that's required throughout LCC. Overall, the gondola would create an effective workaround that helps everyone enjoy LCC even more.

COMMENT #: 13060
DATE: 9/3/21 8:07 PM
SOURCE: Website
NAME: Fiona Hayes

COMMENT:

I don't agree with the gondola in LCC. It services only the ski resorts and is not in the best interest of backcountry skiers, climbers, ice climbers, hikers, and snowshoers, not to mention taxpayers, and family/relatives/guests of residents of the town of Alta. No low cost alternatives have been implemented such as mandatory carpool during heavy traffic periods, tolling, or expanded bus service. Tourism should not supersede community interests.

COMMENT #: 13061
DATE: 9/3/21 8:09 PM
SOURCE: Website
NAME: Lauren Todd

COMMENT:

I only first started climbing up the cottonwood canyons in college and those days forever changed my life. It would be tragic to lose the boulders and deface the canyon I grew up skiing and hiking in. Please do not deface this historic canyon, a place of solace and quiet. It would be a travesty to add cables and infrastructure for a gondola not to mention the price.

COMMENT #: 13062
DATE: 9/3/21 8:10 PM
SOURCE: Website
NAME: Thor Jaramillo

COMMENT:

The gondola solution is not an answer to our problem with traffic congestion in Little Cottonwood Canyon. It is merely a way for the resorts to increase revenue at the expense of the taxpayers, while ruining some of the most beautiful public land that Utah has to offer. Increased bus service, along with increased parking at the base of the canyon and road tolling, is the solution that best meets the needs of all users and would be easy and accessible and it would also be a more affordable option for college students that do not have cars or you do not have a friend to hitch a ride with and the damage to the environment would irreversible so please consider this as a option and look beyond the means of Just profit. Thank you for your consideration.

COMMENT #: 13063
DATE: 9/3/21 8:11 PM
SOURCE: Website
NAME: Anne Findlay

COMMENT:

1) Cyclist safety:

a) I am concerned that the bus option, if chosen, would end up just increasing traffic up the canyon with an additional lane. I think there would be pressure to turn the extra lane into a traffic lane, making the canyon less safe for cyclists, especially, during warmer months, and increasing traffic. If this option is selected, I hope there are strong protections in place to prevent this from happening.

b) If bus option is selected and the road is resurfaced, **please* *do* *not* *chip seal** it. LCC is a gem of cyclists and known well outside of SLC for its beauty and good cycling surface. Please consider the impact to road cyclists as you proceed.

2) I think the bus option is probably more practical but might not be sufficient if there aren't also lockers made freely available for bus riders right near where the bus lets them off, and considerations made to travelers with children like assistance with skis and gear. This is a general failing in public transportation options up to the ski resorts. I would love to take the bus but it is just a nightmare with kids

I would generally support either option but lean strongly in favor of the bus option. I think we have to come to terms that LCC is basically an urban canyon and the appearance may be altered by either a wider road or a gondola.

COMMENT #: 13064
DATE: 9/3/21 8:12 PM
SOURCE: Website
NAME: Cody Cunningham

COMMENT:

I believe the gondola is the right choice. Avalanche mitigation is difficult and dangerous, the gondola is the smart decision that avoids these risk. Efficiency should be the priority!

COMMENT #: 13065
DATE: 9/3/21 8:16 PM
SOURCE: Website
NAME: Dixie Brown

COMMENT:

I do not want the gondola. I think the environmental impact is too great. Also I don't think my tax dollar should support paying for that when it only benefit the ski resorts. Also the traffic on Wasatch will be crazy busy. I think the bus system is less costly and less impact on the environment. Or maybe even consider a flex lane to keep traffic moving smoothly.

COMMENT #: 13066
DATE: 9/3/21 8:16 PM
SOURCE: Website
NAME: Joel Ban

COMMENT:

September 1, 2021
Little Cottonwood Canyon EIS
c/o HDR

[REDACTED] UT 84121

RE: FEIS Little Cottonwood Canyon EIS

Dear UDOT,

These comments are submitted in response to request for comment for the Little Cottonwood Canyon FEIS. The FEIS quantified the varying amount of greenhouse gases that the two main action alternatives would have on the environment. The statement stated that it is difficult to isolate and understand the impacts of GHG emissions for a transportation project. It chiefly found that GHG emissions would be marginally lower for the bus alternative compared to the gondola.

In terms of the construction there doesn't appear to be any analysis as to how the development processes (such as construction and actual development activities) themselves would impact their GHG footprint. This type of analysis would also be required. See also CEQ Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews, 81 Fed. Reg. 51,866 (Aug. 5, 2016) at 14 & 16 n.42 (stating that NEPA reviews for proposed resource extraction and development projects typically include the reasonably foreseeable effects of various phases in the process, such as clearing land for the project, building access roads, extraction, transport, refining, processing, using the resource, disassembly, disposal, and reclamation".

While the FEIS studied how the alternatives may contribute to global GHG contribution there was no effort to determine how the impacts of global climate change will impact snow levels at the two ski resorts the two main alternatives will serve. This is a serious flaw in the analysis. Many other commenters have explained that the two alternatives do not serve as comprehensive transportation solutions in Little Cottonwood Canyon. They primarily serve as options to only serve two ski resorts and do not respond to the transportation needs of the canyon during the non-skiing seasons of the year. However, the FEIS does not even attempt to analyze how climate change will significantly reduce snowpack due to increased temperatures and how this will impact the overall purpose and need of the project. For instance, how will a significantly reduced ski season "with markedly reduced snow levels (due to increased precipitation falling as rain) impact the need for a full-scale gondola or similar bus track?

The need for the project is stated in the FEIS to reduce traffic during peak periods due to increased population and reduce avalanche risk. The FEIS identifies decreased mobility in the AM and PM during peak travel periods as primary issues to address. As the population increases there will no doubt be increased pressures for efficient transportation in the canyon, however as temperatures increase there will be a corresponding reduction in snowpack levels and a shorter overall ski/snow season. How this will impact skier visitations was not analyzed whatsoever in the FEIS. This is a major deficiency in UDOT's analysis.

By midcentury, the U.S. could see 90 fewer days below freezing each year, according to a 2016 study published in the Journal of Climate and based on data from the federally funded North American Regional Climate Change Assessment Program. Nearly all ski areas in the U.S. are projected to have at least a 50% shorter season by 2050, according to a 2017 study funded by the Environmental Protection Agency and published in the Global Environmental Change journal. The Western U.S. already has decreased snow levels due to winter precipitation falling as rain. Fyfe et al 2017, Knowles et al 2006. Historical data shows that many Utah ski resorts are warming faster than global averages,

and that trend is likely to continue in the future. <https://www.usu.edu/today/story/climate-change-in-utah-will-require-ski-resort-adaptations>. Around the world, scientists are seeing high-elevation environments warming faster than sea level. Id. Climate projections show that minimum temperatures are expected to rise during the prime ski season of December-March by up to 10 degrees in Northern Utah. Id.

NOAA data indicates that the CONUS snow-to-rain ratio of precipitation has moved mostly toward rainfall and away from snowfall between 1949 and 2016. Climate and Skiing, Michon Scott, <https://www.climate.gov/news-features/climate-and/climate-skiing>. One hydrologist, Brian McInerney stated, “We anticipate that situation to evolve to 2100 where we’ll just have rainfall. Id. The upper elevations of the Uinta Mountains may have snow, but the Wasatch Range will be snow free.” Id. Under both scenarios, winter season length could be cut short by more than half in some locations as soon as 2050. Id. Shorter ski seasons “could result in millions to tens of millions of foregone recreational visits annually by 2050, with an annual monetized impact of hundreds of millions of dollars.” Id.

Rachel Hager of Utah State University just finished a thesis on Understanding Climate Change Impacts and Adaption Potentials at Utah Ski resorts (2021). She found that under a high emissions scenario temperature will increase by 6.0 deg C by 2100 at Northern Utah ski resorts during the Dec to March period. Many Utah resorts are in fact warming faster than global averages. Spring snowmelts is already occurring 2 to 4 weeks earlier than 1900 (Dawson and Scott 2013; Hoerling et al 2013). These changes impact the resorts bottom line as others have found that changes in snow quality/quantity as well as timing of snow have severe impacts to ski resorts. Gilaberte-Burdalo et. al 2014). Park City Mountain Resort found that by 2050 the snowpack will be 27 to 43% smaller and will resort in a 27-to-66-million-dollar losses in income. The shorter skiable snow seasons will impact thanksgiving and spring breaks which are the most profitable weekends in Utah. Leaver 2020. So far, low snow years have resulted in 7% decrease in skier visits.

Of course, as temperatures increases, and snowpack decrease this number of decreased skier visits can be expected to increase. These decreases in ski resort profits are directly tied to skier visitation rates that will decline even as overall population increases in the area. The overall purpose of need of the project appears to only be based on current traffic patterns but these patterns weren’t linked to what overall ski demand will be like in a shorter ski season with much less snow. Particularly, due to the prolonged timeline for such a resource intensive project this type of analysis is critical so that the public has a clear understanding of what is being proposed. After all, the project will not solve any transportation problems in LCC in the next few years, but more in the long term, which are predicted to be especially lacking in snow. This undermines the entire purpose and need of the project.

Although there are several ways that ski resorts can deal with reduced snowpack, such as artificial snow making, they are imperfect solutions since snow making is only viable at -5 deg C. Other problems of snowmaking are that it is more expensive in warmer temperatures. Stanchak 2002. The ski resorts are also attempting to diversify their offerings to more of a 4-season model, however the proposed alternatives are a non-starter on this front since they only address wintertime transportation problems.

This means that as soon as the proposed project is completed by 2050 the ski season could be half of what it is now. It leads to the question why build this transportation “solution” for a ski season that will be barely 2 to 3 months by the time its completed. The season will be much less or nonexistent by the end of the century. The FEIS does not even attempt to look at the need for this project in light of the expected impacts of increased temperatures on expected lower snowpack levels. Similarly, as the Great Salt Lake levels are greatly reduced from the past this will also lead to potential decreases in snowpack. The GSL’s contribution to the lake effect snow is a widely known fact though the percentage of contribution to area snowpacks is subject to some debate. The FEIS does not consider this issue either.

Among the reasons to not implement either of these alternatives is that it would make little sense to develop the expensive and environmentally destructive infrastructure for transportation projects that serve ski resorts with greatly reduced snowpack. The demand to recreate under such circumstances will be greatly reduced from what that demand is now. Population increases aside there has already been decreases in visits due to this problem. By the time these transportation projects are even done the changes described above will have manifested to a much greater degree than present, but by the

end of the century the viability of skiing overall could be non-existent. As one expert indicate the Wasatch could be free of snow. This would make this entire project the proverbial “road to nowhere”. The EIS must analyze this issue under NEPA so that the public and key decision makers have a clear understanding of how climate change will impact the future of skiing in LCC.

Sincerely,

/s/ Joel Ban

COMMENT #: 13067
DATE: 9/3/21 8:16 PM
SOURCE: Website
NAME: Zach Niemeyer

COMMENT:

Neither the gondola, nor the expanded road addresses the need to limit cars in little cottonwood canyon. There are less costly interventions with less of an environmental impact that could be rapidly implemented. Placing restrictions on single occupancy vehicles in the canyon on high traffic days would reduce the traffic. Improving the bus availability would entice more people to ride the bus. Perhaps do both with direct to resort buses from multiple mobility hubs. We do not need to tear up the canyon just so more people can get to snowbird and Alta. If they want more people up there, make them build the infrastructure. Make them expand their private parking lots. Make them build a rapid transit fleet from hotels to resort. Do not make the public pay for private company profit.

COMMENT #: 13068
DATE: 9/3/21 8:17 PM
SOURCE: Website
NAME: Danny Dolan

COMMENT:

please do this!

COMMENT #: 13069
DATE: 9/3/21 8:19 PM
SOURCE: Website
NAME: Court Skabelund

COMMENT:

Please don't destroy our precious canyon resources with an unnecessary gondola or road widening!!!

COMMENT #: 13070
DATE: 9/3/21 8:19 PM
SOURCE: Website
NAME: Andrew Schwartz

COMMENT:

My name is Andrew Schwartz and I am a resident of Salt Lake City who recreates in LCC many times a week during the winter and occasionally in the summer. I ask that you please consider my thoughts about the Draft EIS.

Access to Little Cottonwood Canyon (LCC) is one of the great natural resources and recreation spaces that Utah has to offer and should be open to everyone! The solutions proposed in the Environmental Impact Statement (EIS) detail the need for innovation in canyon transportation but do not address some of the core problems of commuting up LCC.

The gondola or enhanced bus lane solutions are trivial at best for helping ease traffic problems. First, I will talk about the gondola. The gondola has a set number of cable cars and is not able to be scaled up for peak hours or scaled down during summertime when the canyons are not experiencing high vehicle volume. It would be a constant feature in the canyon that has large upfront costs but also does not achieve the benefits it is being advertised to have. The gondola would have to stop for high winds and avalanche mitigation just like the road does. There are 2 transportation transitions for a commuter leaving their vehicle at the proposed gravel pit parking lot to get to Alta which contradicts the opinion of UDOT that more transitions are a barrier for increasing public transportation use. Ski resort visitors who choose to stay in the valley would need to be shuttled to the gondola base which would lead to more transportation transitions and more congestion on roads accessing the base station.

The enhanced bus lane is an solution does address some of the community need but might lead to further issues. The extra lanes added could increase safety for cyclists in the summer as well as allow for a dedicated lane for emergency personnel in the event of accidents or problems at a resort. The increased road width is not all positive. It is well established that increasing the amount of lanes of a road does not ultimately decrease traffic. This is because people see clear roads and think they should have used the convenience of driving a personal vehicle instead of a public transportation. This would lead to the need for increased parking at the top of the canyon where space is at a premium. Other impacts include environmental impact on the lower climbing areas would be high and additional pavement does hurt animal movement patterns.

There are solutions 3 solutions that I believe can be implemented much faster and with less overall cost that I think should be tried first. Tolling at the canyon mouth is a great adjustable method to control personal vehicle access and promote public transportation. The center city area of Stockholm, Sweden had similar issues to LCC with the area being connected by a series of 12 bridges that limited entry/exit points. In 2007, they introduced "Stockholm Congestion Tax" to incentivize commuters to use publicly funded transportation to travel to the center city and lowered their personal vehicle traffic significantly. This could easily be implemented in LCC and we currently have strong bus service to pick up the influx of new public transit users. Resorts already pay for day ticket holders public transportation so no extra cost would incurred by infrequent users keeping this solution affordable. The safety and traffic flow on LCC could be enhanced by snow sheds and the upgraded trailhead parking. Snow sheds placed in dangerous slidepath zones can direct snow overtop of the road an limit the cleanup time and road damage of the road if an avalanche were to hit it. The sheds offer protection of the road year round and could eliminate areas that are susceptible to mudslides. Upgrading trailhead parking and eliminating roadside parking not only increases pedestrian safety but would also enhance the traffic flow with the current road design.

I believe these are far less expensive options should be tried first before irrevocably altering LCC with either a gondola or enhanced bus lanes!
Thank you for your time.

COMMENT #: 13071
DATE: 9/3/21 8:19 PM
SOURCE: Website
NAME: Erica Tingey

COMMENT:

No Gondola.

COMMENT #: 13072
DATE: 9/3/21 8:20 PM
SOURCE: Website
NAME: David Robinson

COMMENT:

Negative on the gondola, but thanks for asking.
It's a want not a need.
It does not fit with the culture and vision of recreation in the Wasatch.
It does not meet the needs of current recreation in the canyon.
There are too many unanswered questions to make a truly informed decision.
Who is going to make money from this project?
Follow the money.
And Mayor Willson got it just right when she said that we are not going to give up our cars.
Thank you.

COMMENT #: 13073
DATE: 9/3/21 8:20 PM
SOURCE: Website
NAME: Carrie Marsh

COMMENT:

Bus service up the canyons would be the easiest, least expensive, and likely to be the most equitable solution to benefit the entire public without enriching ski resorts.

COMMENT #: 13074
DATE: 9/3/21 8:23 PM
SOURCE: Website
NAME: Max Buschini

COMMENT:

Little Cottonwood Canyon is not just an area for people to go rock climbing, but it is a centerpiece of a culture. Putting in this expansion would destroy this ecosystem and destroy a piece of our climbing culture. It would permanently wound an incredible community and take over an incredible piece of land that is sacred to the climbing community. It is vital to keep this area alive and growing. Please protect this local environmental sanctuary that is a pillar of our climbing culture.

COMMENT #: 13075
DATE: 9/3/21 8:25 PM
SOURCE: Website
NAME: Meredith wilson

COMMENT:

I really don't think a gondola in the canyon is the right way to go. I think increased bus services and limited parking availability to force people trying to ski at the resorts to go on off peak hours. I enjoy backcountry skiing primarily and would hate to see access to that decline due to poor transportation infrastructure.

COMMENT #: 13076
DATE: 9/3/21 8:30 PM
SOURCE: Website
NAME: Claire Andruess

COMMENT:

With the concern on infrastructure changes in LCC that could negatively impact the environmental health in the canyon, please consider a toll system and reward program for carpooling/ bus riding first and foremost. With the two alternatives presented by UDOT, please consider an enhanced bus service over the construction of a gondola in Little Cottonwood Canyon. Depending on a gondola in the future to transport nearly all winter travelers is a high-risk "solution" to the problems the LCC is facing with congestion. An enhanced bus system will allow UDOT and the public to try a solution with less infrastructure risks and initial costs before investing in a massive high-risk gondola. Water quality is a concern in LCC and while a widened road may increase runoff from the road surface, it will not mean drilling and placing large portions of new infrastructure in the ground closest to the waterway. The mining history in the canyon could mean that building a gondola near the waterway in LCC could release unforeseen materials and dangerous substances into the waterway. Thank you for your consideration. A toll system is not an inclusive solution for lower income populations to have access to the canyons but could be implemented for those wishing to drive alone and not utilize the current bus system. A rewards program for lower transportation fees could be utilized for those who carpool/take the bus often.

COMMENT #: 13077
DATE: 9/3/21 8:31 PM
SOURCE: Website
NAME: Dolly Garlo

COMMENT:

I live in the Salt Lake Valley - and have off and on since 1979 - enjoying Little Cottonwood Canyon especially in winter as much as possible. I have read with interest to two final proposals and listened to the public comment.

I was surprised to learn that a carrying capacity study for winter use of Little Cottonwood Canyon has not been done as part of the environmental studies. That seems pretty basic and necessary to me.

That said as to the two proposals, neither one - actually none of them - addresses the totality of the transportation experience that needs to be considered.

This is not just about how to move people from the valley to the ski resorts or other recreational areas in winter.

It IS about how to encourage people to use a public option rather than driving their own vehicles up the canyon.

To do THAT, it is important to consider WHY people want to drive their own cars to begin with - something I do not see fully addressed. This is not just about cars, it is about HUMAN BEHAVIOR, NEEDS and PREFERENCES. People use their cars to bring extra equipment, changes of boots or clothing for before or after the winter sports they engage in, food and beverages, among other thing - all of which is especially important if children and families are considered.

Riding public transportation alone, whether a bus or gondola, does not take into consideration those factors. Skiers and riders can bring a certain amount of the additional items they need or may want to use to enjoy their experiences in the canyon or at the resorts, like an extra ski bag or two, but once they get where they are going there is no place to safely store it for the day. Skiing with a bulky backpack does not address the issues and creates safety concerns.

The few day lockers that currently exist are inconvenient and expensive. Food and beverage options are limited and also costly for many. It's simply easier to throw your stuff in your own vehicle, and then go to the parking lot to change out skis or boards, boots, gloves or other clothing, grab a snack or drink, etc.

Just riding the bus or the gondola - moving people - doesn't take into account the CONTEXT of what those people do or need for a comfortable and safe winter experience. More locker space that is convenient to access and at minimal cost - which could be provided by the resorts themselves at venues where tickets are being sold and revenue collected - would go a long way to creating that context.

With those accommodations addressed FIRST, I prefer then maximizing public transit with buses until such time as the carrying capacity studies can show what more is needed for the simple people transport part of the equation.

The thought of tearing up the mountainside to construct more lanes seems ludicrous, impossible, and environmentally damaging, at best. There will be NO convenient time to make that happen without significant disruption. The gondola may not have such a damaging impact to the canyon walls, but also

may not be needed if moving people and better accommodating the full experience they are trying to have (by driving themselves) is addressed so that taking the bus becomes convenient and comfortable.

But by all means, complete a full carrying capacity study before any of these costly and potentially environmentally damaging proposals is finalized and construction is begun. Once vested interests get started on such activities, it will be VERY difficult to put that genie back in the bottle.

If you haven't, I recommend you read the chapter entitled "The Abilene Paradox: The Management of Agreement," in The Abilene Paradox and Other Meditations on Management book by Jerry B. Harvey, before you begin undertaking implementation of a solution to the S.R. 210 and Little Cottonwood Canyon project being considered as part of the EIS process for this precious gem of a place.

Thank you.

COMMENT #: 13078
DATE: 9/3/21 8:32 PM
SOURCE: Website
NAME: David Holz

COMMENT:

Sounds like a good idea if it's capable of moving over 10000 people in and out per day.

COMMENT #: 13079
DATE: 9/3/21 8:32 PM
SOURCE: Website
NAME: Kaileen Fei

COMMENT:

Building of a gondola only serves those who use the canyon for skiing. It does not prioritize the needs of the community as a whole. This expansion would be detrimental to hundreds of thousands of people who use the canyon for other recreation and will cause unnecessary damage to this incredible natural area

COMMENT #: 13080
DATE: 9/3/21 8:32 PM
SOURCE: Website
NAME: Ute Fowler

COMMENT:

Definitely not for the gondola. It would ruin the charming little town of Alta. Did not have any problems getting to Alta this ski season during the week. We need more Buses from the East Side Direct Buses to Alta, it takes 1 hr to get to Alta from 6200 S and Wasatch. Please no Gondola this is not Europe.

COMMENT #: 13081
DATE: 9/3/21 8:33 PM
SOURCE: Website
NAME: Tessa Shields

COMMENT:

According to the UDOT Little Cottonwood Canyon EIS, "Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains." UDOT's preferred options do neither of those things. What they do is forever alter and further commercialize a unique urban forest canyon, a priceless resource benefiting a broad community living along the Wasatch Front. The "needs of the community" and the "values of the Wasatch" fall far behind UDOT's and the state's real desire to get as many people up LCC as possible, all to benefit two private businesses for roughly 30 days a year. The problem demands more creative, and less costly, thinking than "build more road," or "build a carnival ride through a national forest."

UDOT's decision making on this issue has been flawed from the start because it sought to solve a unique problem with a standard answer. LCC experiences severe traffic problems less than 10 percent of the year, primarily during winter weekends, holidays and occasional powder days. The congestion occurs because too many private vehicles enter the canyon during peak periods through a narrow-morning time window. The problem is exacerbated when snowfall requires avalanche control work. UDOT has made no effort to solve this problem using immediately available options at a lower cost to ALL members of the community.

Let's look at some of the facts surrounding the value and nature of LCC and UDOT's promotion of a half billion dollar "remedy":

- Widening S.R. 210 or introducing a gondola will accelerate the number of people entering the canyon.
- Serious congestion is currently only a problem during the winter.
- Heavy traffic only occurs about 30 days a year.
- Traffic issues are due to the attractions held by private companies operating largely on public land.
- The gondola would only service two business locations and ignore trailheads, climbing sites, and other areas of community interest in the canyon.
- A significant percentage of private vehicles heading up LCC transport only the driver.
- Traffic problems during snowstorms can be reduced with more consistent "enforcement of vehicle traction requirements.
- LCC has a good avalanche control record.
- When the canyon road is closed due to avalanche danger, the ski resorts are often closed to skier traffic too.
- Pollution will decrease with the introduction of zero emission buses.
- Climate change is real and may continue to decrease average annual snowfall; powder panic may not be as big of a problem in the future.

Although safety in the canyon is of prime importance, concerns about canyon safety are overblown. It is more lethal to drive I-15 than S.R. 210. And the ski community has managed to coexist with avalanche control issues for over 50 years. Snow management has been an understood part of the ski resort business model since its inception and both resorts have managed to become very successful.

UDOT should revisit its objectives of meeting "the needs of the community while preserving the values of the Wasatch Mountains." Its proposals, especially the ill-conceived gondola, do nothing to control the pressures on the canyon itself, they only serve to increase visitors and generate revenue for private companies and developers. UDOT must emphasize what is really important here, the protection of LCC values from the cumulative effects of commercialization and development. Accommodating

reasonable transportation needs to the ski resorts and the segment of the community they attract is important, too. That does not mean encouraging an ever-increasing or unlimited number of visitors.

From destroying prime non-ski-resort recreation opportunities to altering the natural condition of the canyon itself, UDOT's preferred options should not even be on the table until less intrusive and less expensive alternatives are implemented, tested, and exhausted. Here are just a few options to help address the underlying simplicity of the real problem, too many private vehicles in the canyon on some days:

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There are myriad ways to address LCC's traffic challenges without forever damaging the "value of the Wasatch." Building a bigger road or installing a carnival ride may increase value for two private companies, but either would forever transform the canyon's value to the broader community. And those changes will continue to contribute to ever greater changes down the road, so to speak. The cumulative effects inherent in either of UDOT's preferred alternatives are unacceptable."

COMMENT #: 13082
DATE: 9/3/21 8:33 PM
SOURCE: Website
NAME: Kaden Torriente

COMMENT:

Please don't allow this gondola to destroy little Cottonwood. Taxpayer money paying for an obscenely expensive gondola that will only help two private ski resorts is NOT in the public interest. Much of the developed climbing in the canyon would be destroyed for the benefit of these companies, and winter traffic a couple times a year is infinitely more preferable.

COMMENT #: 13083
DATE: 9/3/21 8:33 PM
SOURCE: Website
NAME: Stevie Midgley

COMMENT:

I think expanded bus services/zero emission busses/limited personal vehicles is the better option for our canyons. It helps reduce emissions and keep our canyon clear and beautiful. Providing more busses and limited personal vehicles ENFORCING vehicles to have proper tires, and even blacking out peak weekends is a far better solution. I think gondola should not be an answer, considering it's only going to running part time (winter only) and stagnant majority of the year. It will pump more people up the canyon, as well as still promote private vehicles to drive up causing congestion at the resorts they aren't used to.

COMMENT #: 13084
DATE: 9/3/21 8:34 PM
SOURCE: Website
NAME: Darryl Neider

COMMENT:

The canyon traffic problem has been overhyped by proponents hoping to execute a grand audacious and hugely expensive solution for a problem that wildly overstated at taxpayers expense. I know the reality of the "problem" because I live on [REDACTED] and reality is that the traffic problem is limited to 10-15 days per ski season and only on heavy snow days that require avalanche control measures. We all get this (neighbors and skiers) and are happy to live with this. So why spend \$.5 billion for something that is simply a limited problem?

Let's pursue simplified options. Enhanced bus service, incentivize full car loads, charge for canyon access, place parking hubs in commercial areas (the shopko is still empty at 94th So. an 13th east).

The gondola is a horrendous idea and will ruin the canyon vistas and solitude. Please do not pursue this option. Also consider the number of transfers people, especially families will have to make. Right now you load at home and unload at the resorts. With the gondola: once at home, once more at the garage, once more if you have to transfer to the Alta gondola, then the final transfer at the resort.

One more appeal, we really don't want to look at and hear the hideous gondolas, towers and cables from virtually anyplace where you are in the canyon.

Respectfully,

Darryl Neider

COMMENT #: 13085
DATE: 9/3/21 8:34 PM
SOURCE: Website
NAME: Elise Barrett-Caston

COMMENT:

Please please reconsider destroying little cottonwood canyon and the surrounding area. The gondola will only bring more cars and more pavement and turn our beautiful canyon into a carnival servicing the ski resorts.

COMMENT #: 13086
DATE: 9/3/21 8:35 PM
SOURCE: Website
NAME: Thelma Pribble

COMMENT:

The four lane highway would destroy Little Cottonwood Canyon.
It will be taking land away from, a lot of homes through eminent domain.
Destroying peoples homes. This is unacceptable.

COMMENT #: 13087
DATE: 9/3/21 8:35 PM
SOURCE: Website
NAME: Katie Burnett

COMMENT:

PLEASE DONT!!!! IT WILL RUIN THE CANYON!! PLEASE CONSIDER LESS PERMANENT SOLUTION.

COMMENT #: 13088
DATE: 9/3/21 8:35 PM
SOURCE: Website
NAME: Mark Sulliva

COMMENT:

The gondola is not a solution to the problem. It only serves as a tourist attraction to benefit the ski resorts. More reliable bus service is important in encouraging people to not drive their personal vehicles. This will need to happen whether there is a gondola or not, otherwise traffic to and from the gondola base will be a problem, as will parking. Public transit in general needs improvement. Light rail from the U to the canyons along Wasatch should be a long term goal. If an alternate mode of transportation up the canyons I would propose a monorail. Minimal footprint. Towers can be located out of avalanche paths. Visually much less obtrusive than the Gondola. I also propose rail through a tunnel under Twin Lakes Pass and potentially over Guardsman Pass. People need to get out of their cars. Preferably closer to their homes and have access to frequent and reliable bus service to and up the canyon. More incentive should also be given to make leaving the car at home. This should include lockers available to locals for season long rental. Snow removal needs to be more often and reliable during storms. Disincentive for people who choose to drive in the form of higher parking pass prices.

COMMENT #: 13089
DATE: 9/3/21 8:36 PM
SOURCE: Website
NAME: Amy Gardenhire

COMMENT:

the two proposed will permanently ruin the canyon. please try less destructive options before doing irreversible actions. Expand the busing system without expanding the road

COMMENT #: 13090
DATE: 9/3/21 8:36 PM
SOURCE: Website
NAME: Matthew Schabowsky

COMMENT:

While the gondola solution may not be perfect for all uses of the canyon, it does solve the primary problem of easing winter congestion and the hazards of being caught in the canyon by the frequent avalanches that frequently occur. Excited at the prospect of a gondola!

COMMENT #: 13091
DATE: 9/3/21 8:38 PM
SOURCE: Website
NAME: Jackson Arvidson

COMMENT:

Do we really need to further "disneyland" this precious natural resource by adding a gondola to bring people to the top? It would seem prudent to first attempt adding bus capacity to transport skiers and employees trying to get up canyon before moving forward with destructive construction proposals. In addition de-incentivizing driving passenger vehicles up canyon by tolling or parking fees at the top. If we do find a way to get all the people to the top on storm days with the explosion of skier days in LCC the canyon wont be able to handle the human impact, at some point there will have to be a limit to the number of people at the top of the canyon at one time. Thanks for your consideration.

-Jackson

COMMENT #: 13092
DATE: 9/3/21 8:39 PM
SOURCE: Website
NAME: Faith Thomas

COMMENT:

The gondola will be detrimental to the canyon, please consider increasing the number of buses going up the canyon and enforcing the traction law sooner so little cars are not jamming up the canyon then they get stuck. Thank you, and again please consider.

COMMENT #: 13093
DATE: 9/3/21 8:39 PM
SOURCE: Website
NAME: Jon Parker

COMMENT:

Lets not turn a beautiful canyon into tax subsidized Disneyland. I am against a gondola, too much impact to the canyon. Just go with extra buses.

COMMENT #: 13094
DATE: 9/3/21 8:39 PM
SOURCE: Website
NAME: Megan Barrett

COMMENT:

I DO NOT SUPPORT GONDOLAWORKS or the road expansion. Please look into other less impactful options that preserve the canyon.

LCC EIS Comment

According to the UDOT Little Cottonwood Canyon EIS, "Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains." UDOT's preferred options do neither of those things. What they do is forever alter and further commercialize a unique urban forest canyon, a priceless resource benefiting a broad community living along the Wasatch Front. The "needs of the community" and the "values of the Wasatch" fall far behind UDOT's and the state's real desire to get as many people up LCC as possible, all to benefit two private businesses for roughly 30 days a year. The problem demands more creative, and less costly, thinking than "build more road," or "build a carnival ride through a national forest."

UDOT's decision making on this issue has been flawed from the start because it sought to solve a unique problem with a standard answer. LCC experiences severe traffic problems less than 10 percent of the year, primarily during winter weekends, holidays and occasional powder days. The congestion occurs because too many private vehicles enter the canyon during peak periods through a narrow-morning time window. The problem is exacerbated when snowfall requires avalanche control work. UDOT has made no effort to solve this problem using immediately available options at a lower cost to ALL members of the community.

Let's look at some of the facts surrounding the value and nature of LCC and UDOT's promotion of a half billion dollar "remedy":

- Widening S.R. 210 or introducing a gondola will accelerate the number of people entering the canyon.
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- Traffic issues are due to the attractions held by private companies operating largely on public land.
- The gondola would only service two business locations and ignore trailheads, climbing sites, and other areas of community interest in the canyon.
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- LCC has a good avalanche control record.
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COMMENT #: 13095
DATE: 9/3/21 8:44 PM
SOURCE: Website
NAME: Jonathan Morgan

COMMENT:

I am a 18-year employee of Alta Ski Area as well as a current resident of the Town of Alta. I recommend the LaCaille Gondola alternative proposed by the Little Cottonwood EIS. While I prefer the expansion of the existing road due to the visual impact a gondola would have, the alternative of enhanced bus service does not address several issues that greatly affect travel from the town of Alta.

The frequent closures of the Mount Superior Mainline portion of Highway 210 would force all traffic to the existing two-lane bypass road. This is the steepest portion of road in the canyon and is often the only exit from Alta on the days when traffic congestion is at its worst. Snowsheds on the road below Mt. Superior would be required for reliable traffic flow out of Alta. Installation of remote avalanche control devices (RACs) on Mt. Superior may alleviate some of the closures of the Superior Mainline but would not eliminate. The installation of RACs and snowsheds for Mt. Superior should be addressed in the final EIS.

Like the Gondola alternative, enhanced bus service still relies greatly on many cars using the canyon road in the winter. The EIS draft does not address the issue of vehicles in the canyon without proper snow tires. I have heard that addressing this one issue alone would reduce travel times more than removing 30% of the vehicles from the canyon on days when the road surface is slick. It seems illogical that more effort has not been done to experiment with a strict traction law and increased UDOT snow removal resources. Instead, we have moved directly to alternatives that involve excessive amounts of money and environmental disturbance.

The installation of a gondola has the greatest visual impact and would most likely draw more people to Little Cottonwood Canyon as it would be an attraction in and of itself on days when crowds are already a concern. It also seems that there is not adequate parking at the base of the gondola which is also a concern. However, as the enhanced bus service option is currently laid out, it does not address the problem of reliable egress from the Town of Alta."

COMMENT #: 13096
DATE: 9/3/21 8:46 PM
SOURCE: Website
NAME: Erin Rubin

COMMENT:

Please do not tarnish the canyon with ugly infrastructure and ruin views forever. This does not benefit the majority of those who use it, only the tourists traveling here 3 months a year. Please don't do this. It will forever change the entire valley and not for the better. "

COMMENT #: 13097
DATE: 9/3/21 8:47 PM
SOURCE: Website
NAME: Marla Gutmann

COMMENT:

There should be more free buses and a bigger parking lot to facilitate carpooling and busing at the base of the canyon. A gondola would only serve to profit the private ski resorts at a detriment to the public's recreation in the canyon. A gondola would also threaten the historic climbing in little cottonwood canyon.

COMMENT #: 13098
DATE: 9/3/21 8:47 PM
SOURCE: Website
NAME: Rex Nelson

COMMENT:

I think the gondola option should NOT be considered. It is not scalable at all, and the time to get to the resorts is not acceptable. I think the options should be re-evaluated. Light rail should be reconsidered."

COMMENT #: 13099
DATE: 9/3/21 8:48 PM
SOURCE: Website
NAME: Ben Walker

COMMENT:

I think the bigger issue at play here is that the canyons are already at their carrying capacity. Increasing the number of people entering the canyons will require an increase in access to pleasure activities in the canyon (ie more established trail/trailheads, more lifts to accommodate increased lift traffic), these need to happen in tandem to prevent overcrowding in an already overcrowded space. Alternatively we could invest into other spaces LCC to divert traffic (ie Millcreek or American Fork). "

COMMENT #: 13100
DATE: 9/3/21 8:48 PM
SOURCE: Website
NAME: Thomas Partridge

COMMENT:

I have lived in Salt Lake County for most of my 69 years and have spent a lot of time hiking, camping, & fishing in the canyons. I have tried to teach my children to appreciate and love the incredible legacy of wilderness lands so near a metro area.

Once lost, a wilderness cannot be reclaimed. To claim that monied interests have a right to steal the wilderness from my grandchildren and successive generations is a profoundly self centered and selfish evil for which you will some day have to give an account. Imagine yourself on that day defending a decision to side with \$ over invaluable nature.

Development & wilderness cannot coexist. Choose wilderness, I beg you."

COMMENT #: 13101
DATE: 9/3/21 8:48 PM
SOURCE: Website
NAME: Mark Sullivan

COMMENT:

The gondola is not a solution to the problem. It only serves as a tourist attraction to benefit the ski resorts. More reliable bus service is important in encouraging people to not drive their personal vehicles. This will need to happen whether there is a gondola or not, otherwise traffic to and from the gondola base will be a problem, as will parking. Public transit in general needs improvement. Light rail from the U to the canyons along Wasatch should be a long term goal. If an alternate mode of transportation up the canyons I would propose a monorail. Minimal footprint. Towers can be located out of avalanche paths. Visually much less obtrusive than the Gondola. I also propose rail through a tunnel under Twin Lakes Pass and potentially over Guardsman Pass. People need to get out of their cars. Preferably closer to their homes and have access to frequent and reliable bus service to and up the canyon. More incentive should also be given to make leaving the car at home. This should include lockers available to locals for season long rental. Snow removal needs to be more often and reliable during storms. Disincentive for people who choose to drive in the form of higher parking pass prices. Better monitoring of 4x4 and traction device compliance.

COMMENT #: 13102
DATE: 9/3/21 8:49 PM
SOURCE: Website
NAME: Richard Burford

COMMENT:

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COMMENT #: 13103
DATE: 9/3/21 8:50 PM
SOURCE: Website
NAME: Alexis Viehl

COMMENT:

I do not support either of the proposed preferred alternatives and would like to see less expensive, less destructive options implanted first. It does not solve the traffic problem and it destroys boulders.

COMMENT #: 13104
DATE: 9/3/21 8:50 PM
SOURCE: Website
NAME: Patrick O'Neill

COMMENT:

I am NOT in support of the gondola up Little Cottonwood Canyon. This gondola would cause irreversible damage to the Little Cottonwood Canyon. "Construction could also cause impacts to the public, air quality, water quality, wetlands, streams, wildlife, noise levels, visual resources, cultural resources, hazardous materials, utility service, traffic flow, businesses, noxious and invasive species, and construction staging and material borrow areas. " The air quality in the Salt Lake Valley is already horrendous and should not get worse. It makes no sense that you cannot wade in Little Cottonwood Creek because it is in the watershed yet whoever will build the gondola along with Alta and Snowbird will profit off of the degradation of the creek. This degradation will be funded by my tax dollars and will only profit Alta and Snowbird upper management. The gondola will also not benefit backcountry skiers or other people looking to recreate in LCC. This addition only supports Alta, Snowbird and the hoity toity people who come to ski in Utah for vacation and believe that they are above riding a bus with others. Not the biggest deal but it would also look terrible. I support the addition of a toll to the road as well as the enhanced bussing system.

"If future generations are to remember us with gratitude rather than contempt, we must leave them with more than the miracles of technology. We must leave them a glimpse of the world as it was in the beginning, not just after we got through with it."- Lyndon B. Johnson

COMMENT #: 13105
DATE: 9/3/21 8:51 PM
SOURCE: Website
NAME: Angela Isaacs

COMMENT:

In a previous comment, I tried to choose an alternative based on those presented as preferred alternatives. But to be honest, both preferred alternatives are woefully short-sighted for our community and our canyons. (Yes, canyons, because there is more than one and they are all bursting at the seams. I echo many other comments that there are better solutions not contemplated here. For a start, removing many more than contemplated in this document or most cars (yes accommodations for employees, residents, service vehicles, and ability accommodations) from the roads and utilizing buses integrated with improved public transit in the valley. This is a win for everyone, including our community members who aren't even headed up the canyon. It is also a solution for all canyons and all users. The best solution is out there, but it is not in this EIS. And it is certainly not the gondola, which demonstrably, from your own document (see comments from Wasatch Backcountry, CWC, Jenny Wilson, and many others) does not meet the needs of a traffic solution for the canyon and is not more reliable. Additionally, this Environmental Impact Statement leaves out a true assessment of the impacts to the environment of the canyon, such as carrying capacity. The solution exists, but it isn't in this document.

COMMENT #: 13106
DATE: 9/3/21 8:52 PM
SOURCE: Website
NAME: David Pease

COMMENT:

I have lived and recreated extensively in the Wasatch for thirty years now. I have seen the exponential growth first hand. The resorts and backcountry are busier than they have ever been. That said, the Wasatch is still a special place and should be treated as such. I do not believe a gondola or expanded bus lanes are the right choice right now. It seems that more efforts should be made to encourage car pooling and make the current bus service more efficient. When all other efforts are exhausted then that would be the time to revisit this discussion. Thank yo

COMMENT #: 13107
DATE: 9/3/21 8:53 PM
SOURCE: Website
NAME: Iri Ledezma

COMMENT:

I think placing this would not benefit people nor help traffic. We could build homeless shelters with this money, please think of the world.

COMMENT #: 13108
DATE: 9/3/21 8:53 PM
SOURCE: Website
NAME: Ronald McKay

COMMENT:

No to the gondola. No to the road expansion. You owe it to the community to find and try a less impactful solution. It is utterly shameful and self-serving to entertain building a gondola or widening the road.

I've got a prediction though. The decision has already been made. A gondola is just too "sexy" to not do, am I right? Think of all those Texans that will flock to it and all the tax revenue it will generate when they buy those over priced burgers on the Tram deck! Admit it, you know you've decided on it.

COMMENT #: 13109
DATE: 9/3/21 8:54 PM
SOURCE: Website
NAME: Spencer Smith

COMMENT:

Please drop consideration for the gondola and road widening for now. It does not make sense to use taxpayer dollars to benefit only two private companies. It would be a much better approach to have a phased method that can be implemented more immediately, such as tolling and permit shuttle services. That would allow for less congestion, income to go towards the canyon infrastructure and the resorts would be incentivized to invest in a shuttle solution and have a bit of skin in the game. Creating buy in from the companies that benefit will ensure a more efficient and creative solution. I would also employ you to consider individuals who would like to access these public lands outside of the resorts such as Backcountry skiers, climbers, hikers, snowshoing, etc. This is a large amount of money to spend on something we are not even sure will solve the issue of congestion. I would prefer my tax dollars do not go towards the gondola.

COMMENT #: 13110
DATE: 9/3/21 8:54 PM
SOURCE: Website
NAME: Samuel J Wolfe

COMMENT:

I have worked in Alta for 38 years. For most of those years I have endured the increasing challenges of a daily commute, 7 days a week. I am as desperate as anyone for some common sense solutions. I am strongly opposed to a gondola as that solution. A massively expensive and disruptive engineering project should be the last resort. We need to exhaust all options to limit our impact on this fragile and precious canyon. There are less destructive alternatives to be explored. They include ; tolls, vehicle surcharge, greater traction enforcement, dedicated bus lanes for specialized coach service, and increased scheduling for those of us who work into the evening. For every frustrating, multi hour , snail crawl up or down the canyon, there are literally hundreds more hours of uninterrupted travel. It is always easier to throw money and build over a problem. In the end we will be creating new sources of gridlock, frustration and environmental degradation. Let's do the hard work of creating a sustainable solution. Thank you.

COMMENT #: 13111
DATE: 9/3/21 8:57 PM
SOURCE: Website
NAME: Audrey Mede

COMMENT:

my vote is for a gondola

COMMENT #: 13112
DATE: 9/3/21 8:59 PM
SOURCE: Website
NAME: Rick Leavitt

COMMENT:

I think people should know that the area below the gondola route will need to be clear cut to facilitate potential evacuation space. I have practiced gondola evacuate. Also note the clear below Whistler Blockcomb Peak to peak gondola. A gondola system will scare the canyon

COMMENT #: 13113
DATE: 9/3/21 9:02 PM
SOURCE: Website
NAME: Wilford Egbert

COMMENT:

Build the gondola!. It's the best plan! Look at Europe, we can follow the good things they have done!

COMMENT #: 13114
DATE: 9/3/21 9:02 PM
SOURCE: Website
NAME: Audrey Mede

COMMENT:

vote is for a gondola

COMMENT #: 13115
DATE: 9/3/21 9:05 PM
SOURCE: Website
NAME: Lindsay Walter

COMMENT:

The road extension and gondola options will each cause irreversible damage to our community's beautiful treasure of Little Cottonwood Canyon. I believe we should make the best use of the road we already have by implementing new regulations rather than destroying the canyon with additional infrastructure. The new regulations could take the form of strict car limits and additional buses. Climate change is already affecting our snow pack and water supply in the valley, and so we must do everything in our power to preserve the few natural landscapes left to us.

COMMENT #: 13116
DATE: 9/3/21 9:05 PM
SOURCE: Website
NAME: Alex Rej

COMMENT:

No to the gondola

COMMENT #: 13117
DATE: 9/3/21 9:06 PM
SOURCE: Website
NAME: Ed Ryon

COMMENT:

Neither a gondola or a third lane up the canyon truly serves the population that uses Little Cottonwood. Permanently altering the canyon for the sake of already strained ski resorts does not answer the demands of climbers, backcountry skiers, or even resort skiers that aren't fans of multiple hour lift lines. After this season we have clearly seen that the resorts are consistently unable to handle the volumes of people coming to Snowbird and Alta, and will be no better off after pumping up gondolas full of ikon pass holders.

Permanent and costly solutions should be avoided at all costs, and can be circumvented by creative solutions subsidizing the bus system, implementing canyon tolls, and employing one way traffic periods during peak season. Hastily adopting either of these proposals would be a tragedy, and taking from SLC's historic climbing community to feed private industry in skiing. The bottom line is that without increased capacity for skiers/snowboarders at the resorts, and increased capability for delivering them to the resorts means nothing. The chairlifts are overflowing, and the issue will sort itself out organically when people discover the joy of weekday skiing, and gravitate towards other resorts without heinous crowds. Nothing as impactful as either of these proposals should be installed in Little Cottonwood Canyon, they do not solve the problems we have but simply serve as a marketing tool for Snowbird and Alta to use for what? 30 Days a year?

Please do not let this happen to our beautiful home.

COMMENT #: 13118
DATE: 9/3/21 9:06 PM
SOURCE: Website
NAME: Veronica Fickel

COMMENT:

I do not approve of the gondola plan, it will cause more people to come up to Alta and ruin the ecosystem and beautiful infrastructure that exists there! There are other ways to improve the traffic problem, specifically public transportation. The gondola is not the answer!!!

COMMENT #: 13119
DATE: 9/3/21 9:07 PM
SOURCE: Website
NAME: Mark Lorna Brower

COMMENT:

I am strongly against the Gondola Plan. The ski lifts and terrain are already at full capacity. Your carbon emissions argument for the Gondola Plan makes the assumption that carbon emissions use in the canyon is some how different than carbon emissions in the city. We have had traffic in the canyons for 100 years without any affect on the canyon's environment. This is a problem that doesn't need to be solved. Snowbird customers are best served when Snowbird spends its resources on ski lifts, snowmaking, grooming, restaurants and lodging. You have a lease on a very small part of the overall canyon, remember that.

COMMENT #: 13120
DATE: 9/3/21 9:07 PM
SOURCE: Website
NAME: Julia DiNardo

COMMENT:

The first and foremost largest issue impacting transportation up the canyon is Parking. Increased parking options and enhanced public transportation need to be implemented and given a chance prior to expensive, and in many ways destructive, options. Access to the canyons is important to more than just local skiers and tourists, and yet contrarily it is slated to be everyone's tax dollars paying for the project. Not to mention that there are much more important issues facing the greater Salt Lake area that the government should be focusing MY and my fellow Utahs' tax dollars toward. Less impactful -to the land, to our residents, to our other beloved outdoor activities-options are the logical first step prior to more extreme measures, especially ones that would be the responsibility of a largely dissenting public to pay for.

COMMENT #: 13121
DATE: 9/3/21 9:08 PM
SOURCE: Website
NAME: Justus Redd

COMMENT:

According to the UDOT Little Cottonwood Canyon EIS, "Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains." UDOT's preferred options do neither of those things. What they do is forever alter and further commercialize a unique urban forest canyon, a priceless resource benefiting a broad community living along the Wasatch Front. The "needs of the community" and the "values of the Wasatch" fall far behind UDOT's and the state's real desire to get as many people up LCC as possible, all to benefit two private businesses for roughly 30 days a year. The problem demands more creative, and less costly, thinking than "build more road," or "build a carnival ride through a national forest."

UDOT's decision making on this issue has been flawed from the start because it sought to solve a unique problem with a standard answer. LCC experiences severe traffic problems less than 10 percent of the year, primarily during winter weekends, holidays and occasional powder days. The congestion occurs because too many private vehicles enter the canyon during peak periods through a narrow-morning time window. The problem is exacerbated when snowfall requires avalanche control work. UDOT has made no effort to solve this problem using immediately available options at a lower cost to ALL members of the community.

Let's look at some of the facts surrounding the value and nature of LCC and UDOT's promotion of a half billion dollar "remedy":

- Widening S.R. 210 or introducing a gondola will accelerate the number of people entering the canyon.
- Serious congestion is currently only a problem during the winter.
- Heavy traffic only occurs about 30 days a year.
- Traffic issues are due to the attractions held by private companies operating largely on public land.
- The gondola would only service two business locations and ignore trailheads, climbing sites, and other areas of community interest in the canyon.
- A significant percentage of private vehicles heading up LCC transport only the driver.
- Traffic problems during snowstorms can be reduced with more consistent "enforcement of vehicle traction requirements.
- LCC has a good avalanche control record.
- When the canyon road is closed due to avalanche danger, the ski resorts are often closed to skier traffic too.
- Pollution will decrease with the introduction of zero emission buses.
- Climate change is real and may continue to decrease average annual snowfall; powder panic may not be as big of a problem in the future.

Although safety in the canyon is of prime importance, concerns about canyon safety are overblown. It is more lethal to drive I-15 than S.R. 210. And the ski community has managed to coexist with avalanche control issues for over 50 years. Snow management has been an understood part of the ski resort business model since its inception and both resorts have managed to become very successful.

UDOT should revisit its objectives of meeting "the needs of the community while preserving the values of the Wasatch Mountains." Its proposals, especially the ill-conceived gondola, do nothing to control the pressures on the canyon itself, they only serve to increase visitors and generate revenue for private companies and developers. UDOT must emphasize what is really important here, the protection of LCC values from the cumulative effects of commercialization and development. Accommodating

reasonable transportation needs to the ski resorts and the segment of the community they attract is important, too. That does not mean encouraging an ever-increasing or unlimited number of visitors.

From destroying prime non-ski-resort recreation opportunities to altering the natural condition of the canyon itself, UDOT's preferred options should not even be on the table until less intrusive and less expensive alternatives are implemented, tested, and exhausted. Here are just a few options to help address the underlying simplicity of the real problem, too many private vehicles in the canyon on some days:

- Identify weekends, holidays and other select days as peak periods with standardized canyon traffic protocols understood by all visitors.
- Require a carpool minimum during certain times.
- Provide truly expanded bus service to the resorts during busy days and hours on a reliably standardized basis.
- Consistently provide public transportation with priority access to the canyon during problem hours.
- Eliminate private vehicles in the canyon altogether during peak hours.
- Explore ways to give canyon employees priority access to the ski resorts; staffing the ski resorts is a challenge for those businesses.
- Adjust ski resort hours of operation on problem days.
- Erect a canyon entrance service booth to help manage visitors, similar to that used successfully in Millcreek Canyon.
- Identify a carrying capacity that doesn't compromise the nature of LCC before developing permanent ways to crowd even more people up the canyon. Maybe we have already reached that capacity on certain days.

Average annual snowfall in LCC has been trending downward for decades. It is possible that powder days, which are the catalyst for some of the most heavily congested days, will decrease in the future. Perhaps in another twenty years there will be fewer powder days to drive a fraction of the community to congest S.R. 210 for a few hours on a given day. A wide road or a gondola may simply turn out to be no more than a standing monument to misguided engineering, like a giant corroded pump in the middle of a dry lake bed.

There are myriad ways to address LCC's traffic challenges without forever damaging the "value of the Wasatch." Building a bigger road or installing a carnival ride may increase value for two private companies, but either would forever transform the canyon's value to the broader community. And those changes will continue to contribute to ever greater changes down the road, so to speak. The cumulative effects inherent in either of UDOT's preferred alternatives are unacceptable.

COMMENT #: 13122
DATE: 9/3/21 9:09 PM
SOURCE: Website
NAME: Jacobi Seacord

COMMENT:

I just moved to Utah. I climb at the gyms and it is absolutely clear that they do not want anything. I personally think that with population growth nothing is going to solve traffic. adding lanes doesn't solve traffic, I know this because both my parents are civil engineers.

COMMENT #: 13123
DATE: 9/3/21 9:10 PM
SOURCE: Website
NAME: Kara Bankhead

COMMENT:

I feel that widening the road will dramatically effect the canyon, is a really bad idea and won't be a good long term solution to our problems. It will take out a bunch of climbing/bouldering that I've enjoyed over the years. It won't fix the problem of moving people up/down the canyon in the event of avalanches. I believe the gondola is a much better option with a much smaller footprint that will solve more of the problems that the canyon is facing. Please don't widen the road.

COMMENT #: 13124
DATE: 9/3/21 9:12 PM
SOURCE: Website
NAME: Aden Parker

COMMENT:

Please make an effort at a mandatory bus program during peak season. The gondola and road widening options are such extreme measures, it doesn't make sense to immediately go to those without trying less impactful solutions. The canyon is so beautiful and the gondola/road widening would change it forever.

COMMENT #: 13125
DATE: 9/3/21 9:12 PM
SOURCE: Website
NAME: John Bankhead

COMMENT:

The gondola is a much better option than widening the road. It is less invasive and will better help with avalanche safety.

COMMENT #: 13126
DATE: 9/3/21 9:13 PM
SOURCE: Website
NAME: Maurice Mede

COMMENT:

The gondola is a good idea. Get cars off the road. The first few years it will look out of place but will become part of the landscape like the restaurant at top of Snowbird.

COMMENT #: 13127
DATE: 9/3/21 9:14 PM
SOURCE: Website
NAME: David Robinson

COMMENT:

Negative on the ideas of making Highway 210 a toll road, but thanks for asking.

It is interesting that one of the partners in the Gondola proposal, while presiding as Senate President, was the one who sponsored the bill in the Utah State Legislature that allows for establishing tolling on state roads. If you dig deep in the bill it gives the State Transportation Commission quite a bit of latitude in this area. It includes the ability to grant exclusive or non exclusive rights to a private entity to impose and collect tolls, and allows for the revenue generated to go to a private entity through the Tollway Development Agreement.

Follow the money.

The gondola developers are on record saying that the Toll proposed for Highway 210 should be larger than the cost of riding the Gondola to incentivize folks to use the Gondola option.

Follow the money.

It is up to the ski areas to control capacity at their respective areas. It is up to the ski areas to incentivize high occupancy cars in the canyon.

Thank you.

COMMENT #: 13128
DATE: 9/3/21 9:15 PM
SOURCE: Website
NAME: Taylor Davis

COMMENT:

Without doing something, this is not possible. The biggest bottleneck, by far, is the transportation problems.

Out of the two proposals, I believe the gondola is the least bad option. I say this because there isn't a solution that will satisfy everyone. Doing nothing is the worst option.

The gondola will allow skiers to get to the resorts on days when it doesn't matter what car you have or what tires you have, you won't make it up. There is no human error in the gondola. The gondola isn't steered.

My hope is that when constructing the gondola that extra care is taken to preserve the wildlife and the land. I think this could be done. widening the road in my opinion would be a lot more destructive than a gondola. To avoid an eye sore with the gondola, having the gondola cars just above the tree line would be ideal. This will allow minimal tree loss and hopefully avoid having a long cut down the canyon like most ski lifts have.

All I ask is that you use common sense and be kind to little cottonwood canyon. It means a lot to us. I could talk more, feel free to send me a message. Thank you.

COMMENT #: 13129
DATE: 9/3/21 9:15 PM
SOURCE: Website
NAME: Mason Diedrich

COMMENT:

I already submitted a detailed comment a year ago, and my stance hasn't changed. No gondola. Enhanced bus service, added lane please.

COMMENT #: 13130
DATE: 9/3/21 9:15 PM
SOURCE: Website
NAME: Jen Colby

COMMENT:

I am writing to comment on the Little Cottonwood Canyon Draft EIS for transportation. In the past, I worked for the Content Analysis team and reviewed and analyzed NEPA comment as my work. I understand the process and the technical reviews versus general public comment. The latter routinely gets dismissed by planners as non-specific to the documents and process. But we are normal people with busy lives who simply cannot be expected to read an entire EIS and know how to go about commenting to make a real difference. Myself included. It is not a fair fight between the powerful corporate entities with deep pockets and hired lawyers and others to comment on their behalf and the citizenry - and underfunded and largely volunteer nonprofit environmental advocates.

I worked for a ski lodge in Little Cottonwood Canyon for most of a decade and lived in the canyon. I am quite aware of the issues, constraints, and values inherent in this astounding natural area so close to a major population center and international airport.

Regarding the EIS, fundamentally the range of alternatives is inadequate and fails to meet NEPA standards. In addition to infrastructure and transit alternatives, and the required No Action, there needs to be a strong demand management one.

This is likely the most cost effective, puts the responsibility where it belongs on the commercial ski resorts and entities that drive demand, and reduces environmental impact (I would have hated to code that sentence lol).

A demand management alternative must include

- market rate parking fees for every private vehicle entering LCC;
- tolling during high season;
- limiting season and daily pass sales;
- variable and time dependent ski lift ticket pricing to match demand;
- other relevant evidence-based options for demand management.

The impacts of climate change are not fully analyzed, given the high end estimates are unfortunately already coming true. The ski season will likely shorten substantially with 2-3 decades, lessening any need further. There is essentially no summer need for all of this - at most it is 120-150 days in the year, driven entirely by the commercial ski business. As an avid skier, I object to the public subsidies - including permit fees and all the other support from the public sector and woefully underfunded USFS - to this highly environmentally impactful industry. Only mining has more environmental impact IMO.

I endorse and incorporate by reference the Wasatch Backcountry Alliance's comments. (See Response to Comment 13317)

The gondola boondoggle cannot meet the demand, has enormous visual impacts, and cannot pass any serious cost-benefit economic impact - except to line the pockets of the contractors who would build it.

This alternative must be rejected.

Finally, due to the pandemic, public involvement has been challenging. I applaud the team for doing its best. That said, the comment period should be extended 60-90 days. We always expected most comments to come in at the very end - and here I am, in the same boat. With minimally substantive comments based on your criteria, I fear.

COMMENT #: 13131
DATE: 9/3/21 9:16 PM
SOURCE: Website
NAME: Alex Close

COMMENT:

I really do think that option A is a smarter and more intuitive solution for this problem. I think a gondola would get closed just as much as the snowbird one does. I doubt it would be very effective and I believe that you should invest this money elsewhere to make these mountains more accessible. ie trax connection

COMMENT #: 13132
DATE: 9/3/21 9:16 PM
SOURCE: Website
NAME: Lori Beecher

COMMENT:

I am in favor of the gondola. I think it will be the most efficient way to get additional people up the canyon safely. I can't imagine making the road wider than it is. This makes the most sense to me.

COMMENT #: 13133
DATE: 9/3/21 9:17 PM
SOURCE: Website
NAME: Taylor Maguire

COMMENT:

I'm currently getting a Masters in Urban Ecology and City Planning and have been following this closely, because it's a hard decision; either option can be done well and either option can be done very poorly. I think the larger issue here is that the gondola seems to only serve the resorts - it is critical it doesn't stop at the trailheads, that will only exploit them and have them hit capacity thresholds (not unlike our parks being "loved to death") - rather, the gondola benefits skiers but not rock climbers.

While the gondola is hideous, I think it is the lesser of the two evils.

COMMENT #: 13134
DATE: 9/3/21 9:17 PM
SOURCE: Website
NAME: Angela Presson

COMMENT:

The choices put forward for the future of lcc are from an EIS that is only based on high ski traffic days. This is not valid. We need an EIS that evaluates all users of the canyon throughout the year. As a rock climber the road widening would lose boulders that are historic and valuable to our community. The gondola would only be useful to resort skiers and ski resorts for a few days out of year but would cause an eyesore year round. As a rock climber and backcountry skier using lcc about 50 days/year both "solutions" are harmful. I would not support them even if the ski resorts were paying for them.

COMMENT #: 13135
DATE: 9/3/21 9:19 PM
SOURCE: Website
NAME: Joseph Cauceglia

COMMENT:

Please, please, please, expand bus service before developing the canyon. Intermediate stops are not solved by a gondola and only service the resorts.

COMMENT #: 13136
DATE: 9/3/21 9:19 PM
SOURCE: Website
NAME: Aubrey Gamble

COMMENT:

Don't destroy little cottonwood boulders! The gondola and road widening only serve skiers. We need a better option that doesn't put one activity above all of the others.

COMMENT #: 13137
DATE: 9/3/21 9:20 PM
SOURCE: Website
NAME: Ray Brideau

COMMENT:

This is an extremely expensive "solution" that only serves as a parking lot for 1,500 more cars and 3,000 to 4,000 more people to get up to the ski areas. Why don't we try some practical, inexpensive alternatives before we spend millions on a non solution. How about car pool only on certain days/times. Also, a better coordinated mass transit system. Traction control rules in place and monitored every day. And, if we have to spend some money, throw in some avalanche tunnels in key areas. If this doesn't work for the 30 days or so we have an issue, go to the next level.

COMMENT #: 13138
DATE: 9/3/21 9:21 PM
SOURCE: Website
NAME: Stephanie Christian

COMMENT:

We are the stewards of the canyon. Allowing too many people Into the canyon on a daily basis is going to put the environment into decline. We need to admit that the number of people should be limited. Tolls and reservations is the answer on busy days and weeks.

COMMENT #: 13139
DATE: 9/3/21 9:21 PM
SOURCE: Website
NAME: Brooke Black

COMMENT:

Please try something less costly, less harmful to the environment, and less visually disturbing first!
Pretend it is your money you are spending and not someone else's!

COMMENT #: 13140
DATE: 9/3/21 9:23 PM
SOURCE: Website
NAME: Stacy Holmes

COMMENT:

No ugly towers in our beautiful mountains! Let's keep them au natural

COMMENT #: 13141
DATE: 9/3/21 9:25 PM
SOURCE: Website
NAME: Jamie Kent

COMMENT:

In order to successfully address the need for transportation solutions for Little Cottonwood Canyon, a more comprehensive transportation analysis must be made for the entire Tri-Canyon area including a capacity study. The current LCC-DEIS by design is very narrowly focused, as if it were a small town aiming to solve a transportation need so that it can deliver only tourists to a ski resort. The reality is that the LCC has a very large metropolis at its base. A small town approach is not the solution. The Gondola option may very well be able to deliver thousands of people per hour but those many more thousands will be driving from their point of origin to arrive at the Gondola base. This not only will add to more driving in the Salt Lake Valley, which suffers from winter smog inversions, but will dramatically increase the need for parking at the base of the canyon. When faced with the frustration of not finding a place to park, skiers will attempt to park in existing neighborhoods and will overflow into Big Cottonwood Canyon. The cities at the base of the canyon do not have sufficient parking spaces that are big enough to accommodate demand from such a large populous, thus the need for a capacity study.

The Gondola Option first serves the ski-resorts and the politically well connected developers that have proposed the La-Caille base station, it secondarily serves the general public that want to visit the canyons and lastly serves the health and protection of LCC by having the potential to overcrowd the canyons and ruin the view shed within the canyon.

The LCC-DEIS furthermore does not adequately address the impacts from both alternatives to Backcountry users. It is lacking maps and analysis of the impacts from the proposed transportation alternatives to dozens of winter backcountry access points. It appears that UDOT is being pressured by the opinions of the ski resorts, developers, Governor, and state legislature. Deciding based on Political and economic pressure is not the right thing to do. Spending half a billion tax payers money for the ski resorts is not the right thing to do. I urge UDOT to step back and address the true need of the canyons. Implement solutions that can be seen tomorrow. Solutions that are not so costly, that can provide immediate relief to the congestion. Increase bus service around the valley to the canyons, provide direct service near peoples point of origin as was done with the ski bus in the 1980's around the valley. Implement traffic control strategies by allowing one way flow up and down the canyon during peak hours. Partner with local building owners, schools and churches to allow parking in their lots during the weekend. These are our mountains, they are a place of refuge for so many people, they are so close to a giant population, a plan must be implemented that does not take away the wild "feel" that they currently have. Giant lift towers, wider roads and the creation of a mass transit system to over crowd them will greatly degrade them.

COMMENT #: 13142
DATE: 9/3/21 9:26 PM
SOURCE: Website
NAME: Clair Sleger

COMMENT:

I don't understand why enhancement/expansion of all the options that already exist have not been explored. IMPROVE THE UTA SCHEDULE! So many people drive alone in their polluting cars because the UTA schedule simply does not work. So run more buses, and run them at better times! Put the money into making the buses electric, to reduce emissions in the canyon and in the valley. Run the buses later so that people can enjoy the apres ski amenities up the canyon for more than 20 minutes before the last bus runs. Find a way to incorporate more parking at Highland/9400 S, at the Swamp Lot, at BCC, and 6200 S/Wasatch so that more people don't feel like it's easier to drive than to catch a bus. Expanding parking and bus service would certainly be more cost effective than installing a freakin' gondola!

Why permanently disturb the natural setting of the canyon for backups that happen only on weekends, holidays, and powder days? Is there traffic congestion in the summer? Unless there's a rock slide or something, I don't think so. Why spend THAT much money when there are easier, more environmentally friendly ones with much of the infrastructure IN PLACE already?. Why devote this many resources to something that basically just services a handful of private businesses (two of the largest being Snowbird and Alta) operating on public land? And taxpayers are doubtless footing the bill. Why are we trying to cram more people up the canyon in the first place? Maybe we should address capacity at the resorts, and environmental impact. Installing a gondola and/or widening the road will certainly have a permanent environmental impact in the canyon. Occam had a point; the simplest explanation is the most likely. Why not use the simplest solution for the problems enumerated?

COMMENT #: 13143
DATE: 9/3/21 9:26 PM
SOURCE: Website
NAME: Matt Fix

COMMENT:

Gondola should be a last resort. It mainly serves to enrich the ski resorts (private businesses that tend to cater to Americans from all states, not just Utah). Other incremental solutions should be attempted first, not to mention the fact that UTA has no experience maintaining and operating a gondola. Also, no one in the world has experience with a gondola this large.

COMMENT #: 13144
DATE: 9/3/21 9:29 PM
SOURCE: Website
NAME: Jesse Morse

COMMENT:

I do not think either of the proposed alternatives is the correct fit for Little Cottonwood. The ski resorts are already overcrowded, and building an expensive gondola and widening the road will both only serve to move the traffic from the road to the lift lines.

In addition, reducing congestion could be achieved in other, less impactful, ways as well, such as through tiered tolling based on the day and time someone drives up the road, as well as the number of people in their car, paid parking at the resorts, and many other solutions.

I believe we should neither widen the road nor build a gondola. Little Cottonwood is being loved to death already; let's treasure this amazing gem and not ruin it with more people.

COMMENT #: 13145
DATE: 9/3/21 9:30 PM
SOURCE: Website
NAME: Jamie Kent

COMMENT:

In order to successfully address the need for transportation solutions for Little Cottonwood Canyon, a more comprehensive transportation analysis must be made for the entire Tri-Canyon area including a capacity study. The current LCC-DEIS by design is very narrowly focused, as if it were a small town aiming to solve a transportation need so that it can deliver only tourists to a ski resort. The reality is that the LCC has a very large metropolis at its base. A small town approach is not the solution. The Gondola option may very well be able to deliver thousands of people per hour but those many more thousands will be driving from their point of origin to arrive at the Gondola base. This not only will add to more driving in the Salt Lake Valley, which suffers from winter smog inversions, but will dramatically increase the need for parking at the base of the canyon. When faced with the frustration of not finding a place to park, skiers will attempt to park in existing neighborhoods and will overflow into Big Cottonwood Canyon. The cities at the base of the canyon do not have sufficient parking spaces that are big enough to accommodate demand from such a large populous, thus the need for a capacity study.

The Gondola Option first serves the ski-resorts and the politically well connected developers that have proposed the La-Caille base station, it secondarily serves the general public that want to visit the canyons and lastly serves the health and protection of LCC by having the potential to overcrowd the canyons and ruin the view shed within the canyon.

The LCC-DEIS furthermore does not adequately address the impacts from both alternatives to Backcountry users. It is lacking maps and analysis of the impacts from the proposed transportation alternatives to dozens of winter backcountry access points. It appears that UDOT is being pressured by the opinions of the ski resorts, developers, Governor, and state legislature. Deciding based on Political and economic pressure is not the right thing to do. Spending half a billion tax payers money for the ski resorts is not the right thing to do. I urge UDOT to step back and address the true need of the canyons. Implement solutions that can be seen tomorrow. Solutions that are not so costly, that can provide immediate relief to the congestion. Increase bus service around the valley to the canyons, provide direct service near peoples point of origin as was done with the ski bus in the 1980's around the valley. Implement traffic control strategies by allowing one way flow up and down the canyon during peak hours. Partner with local building owners, schools and churches to allow parking in their lots during the weekend. These are our mountains, they are a place of refuge for so many people, they are so close to a giant population, a plan must be implemented that does not take away the wild "feel" that they currently have. Giant lift towers, wider roads and the creation of a mass transit system to over crowd them will greatly degrade them.

COMMENT #: 13146
DATE: 9/3/21 9:30 PM
SOURCE: Website
NAME: Edie Ludlam

COMMENT:

Chapter 21, Cumulative Impacts, includes a limited and narrow assessment of the planned tolling of Big Cottonwood Canyon/ S.R. 190 as a reasonably foreseeable future action. The tolling of BCC would better be analyzed in the DEIS as a connected action because it would only proceed if an alternative that would toll Little Cottonwood Canyon is selected (DEIS Section 20.4.1.4) and the tolling of LCC restricts any real consideration of non-tolling alternatives in BCC. Although tolling of BCC could be implemented without federal funds, the same is true of the proposed alternatives in LCC. Additionally, as S.R. 190 both abuts and provides access to USFS managed lands, implementing tolling may require some federal decision. Even if it is defensible to omit further analysis of tolling BCC from this study, this approach denies the public meaningful opportunity to understand and provide input into the related, inseparable effects these actions would have on the way people use and experience the Cottonwood Canyons, and the sum of the associated impacts. It is unfortunate UDOT has chosen this less forthcoming, less comprehensive approach to evaluating the impacts of its decisions to the Cottonwood Canyons.

COMMENT #: 13147
DATE: 9/3/21 9:31 PM
SOURCE: Website
NAME: SueAnn Morrison

COMMENT:

How would the gondola option work with all of the avalanche paths in Little Cottonwood canyon? Would it be vulnerable?

COMMENT #: 13148
DATE: 9/3/21 9:31 PM
SOURCE: Website
NAME: Elias Selimos

COMMENT:

As climate destabilization continues, we have no empirically supported reason to believe that our current snowpack regularity will persist as everything around us changes. It makes zero sense to invest taxpayer dollars into a sporting facility that **REQUIRES** not just water-already sparse out in the west-but also that the water is cold enough to be snow. What will you do when the snowpack shrinks? Make artificial snow, wasting our precious water resources out here? This is an incredibly shortsighted proposal. I'd rather be climbing here, and I'd rather see taxpayer dollars go towards preserving that instead.

COMMENT #: 13149
DATE: 9/3/21 9:33 PM
SOURCE: Website
NAME: Emily Oppliger

COMMENT:

Please consider the beautiful natural habit you are traveling through. The climbing and natural space will be ruined. Please have serious consideration.

COMMENT #: 13150
DATE: 9/3/21 9:35 PM
SOURCE: Website
NAME: Anna Marie Neider

COMMENT:

I live at the mouth of the canyon. The traffic is RARELY a problem... only on Saturdays when there is fresh snow. A gondola is a TERRIBLE idea. It costs a literal fortune and most Utahns will not want the hassle and extra time it takes and will not use it. It is foolish and irresponsible to spend SO MUCH MONEY with no guarantee it will improve anything.

And it will permanently deface our beautiful canyon

-What about

-Tolls to encourage ride sharing

-More Buses

Much less damaging to the canyon beauty. And much less expensive.

PLEASE begin with options which are less expensive and less intrusive on the natural beauty of the canyon.

PLEASE KEEP OUR CANYON BEAUTIFUL

COMMENT #: 13151
DATE: 9/3/21 9:35 PM
SOURCE: Website
NAME: Richard Crangle

COMMENT:

More natural gas buses and \$ incentives for car pooling is the most effective as the solution and conservation for the environment.

COMMENT #: 13152
DATE: 9/3/21 9:37 PM
SOURCE: Website
NAME: Rhea Lisonbee

COMMENT:

Please no gondola. It will be ugly, expensive and too permanent only serving the ski industry.

COMMENT #: 13153
DATE: 9/3/21 9:38 PM
SOURCE: Website
NAME: Beverly Crangle

COMMENT:

The two proposals for adding traffic lanes or a gondola are too drastic, not reversible, and will only solve part of the overall problem, both for the canyons and the city. Please reconsider creating an efficient transit system using a smart app and various sizes of mass transit vehicles. With the city surrounded by mountains, creating wider streets will only increase the number of unhealthy air days already being experienced. The gondola will only solve part of the problem and destroy the beauty of the mountains.

COMMENT #: 13154
DATE: 9/3/21 9:39 PM
SOURCE: Website
NAME: Wiley Speckmann

COMMENT:

I think the Utah Department of Transportation should not put a gondola in Little Cottonwood Canyon and stick to adding more busses.

COMMENT #: 13155
DATE: 9/3/21 9:40 PM
SOURCE: Website
NAME: Christopher Parks

COMMENT:

Please do not alter the canyon until a true capacity estimate can be made. The focus should be on protecting the canyon and not helping two private companies make more money. Alternatives that reduce the number of cars and people in the canyon should be preferred. Figuring out how to cram more people in the canyon does not benefit the canyon or the users. Let's not go further down the Wasangeles road. The gondola idea is ridiculous. This is purely a tax payer subsidized gift to the two resorts in the canyon. This should never have been offered up as a preferred solution.

COMMENT #: 13156
DATE: 9/3/21 9:40 PM
SOURCE: Website
NAME: John Llewellyn

COMMENT:

I know you all have limited your decisions to either the bus enhancement or the gondola but you shouldn't discount the idea of the cog railway there are countless advantages to having a railway in the canyon 1 it will always run no matter what the conditions are it won't be stopped by wind or snow 2 it could be linked to the existing light rail lines already in the slc valley and 3 it will last for a very long time look at the Gornergrat railway in Zermatt built in 1898 or the Jungfrau railway built in 1912 both of which are still running strong today the visual impact of a railway would be minimal compared to a gondola I realize the initial expenses far greater but just imagine it's the Saturday between Christmas and New Year 1000's of people are brought up the canyon by either bus or gondola and a storm front blows in at noon 50mph winds and 3-4 inches of snow per hour the road shuts down and the gondola can't run and all the hotel rooms are full what are you going to do now?? a railway wouldn't be stopped by this scenario!! I know 1 billion \$ is a huge investment but you should look at the long term benefits after all Jeff Bezos burned 5 billion just to be weightless in space for 20 minutes

COMMENT #: 13157
DATE: 9/3/21 9:43 PM
SOURCE: Website
NAME: logan tuura

COMMENT:

I have been a proponent of the gondola idea for several years, especially after studying gondola systems as effective means of mass transportation while earning my Master in City Planning. I was excited that UDOT would consider a gondola when this process started. Unfortunately, the gondola as it is currently proposed, lacks vision and provides a half-baked solution that will have detrimental impacts on LCC and the neighborhoods at the canyon base. Enhanced bus service is a much better solution for all parties and the environment, for now.

The primary reasons the gondola is a poor transportation choice for LCC are it's current alignment and lack of connection with TRAX, lack of summer operation, low capacity, and lower speed and use of multiple transfers. The gondola needs a direct connection to TRAX, and the reliance on parking garages is astoundingly short cited. A direct connection to TRAX allows a direct connection to the City, to the airport, and to those who don't own a car. It also spreads out gondola users who travel on different TRAX lines, instead of concentrating all users to one or two parking garages. This connection between the LCC gondola and TRAX would provide not just the opportunity for a mobility hub, but for entire new mixed use districts (perhaps at highland and 9400S) complete with hotels, retail, residential, even office. Unfortunately, the gondola alternative forces everyone to drive to a parking garage at la caille or to the other mobility hub, concentrating traffic in these areas even more, and completely missing an opportunity to have a true Ski City USA. " If there is a gondola it must run in the summer; the gondola shall be a true transportation solution, not just a benefit for ski resorts. The gondola can be used for tourism in the summer and mountain biking would draw even more visitors during less busy seasons.

The low capacity of the gondola is it's biggest detriment. The lines will be longer than a powder day at snowbird. Unfortunately the 3S gondola system does not have the technology for larger capacities over long distances. Once this is engineered, the gondola would be a viable alternative if designed the right way. Similar to this limitation on capacity, the speed is also limited and further compounded by multiple transfers.

The gondola COULD be the solution for LCC, but under the current design limitations, it is a poor choice today. We should opt for a less extensive option that still reduces travel times: the enhanced bus service.

COMMENT #: 13158
DATE: 9/3/21 9:44 PM
SOURCE: Website
NAME: Ashley Eliason

COMMENT:

We oppose both the 4 lane highway and gondolas.

COMMENT #: 13159
DATE: 9/3/21 9:44 PM
SOURCE: Website
NAME: Brendan Woodard

COMMENT:

I do not support the gondola because of the environmental and recreational impact and there are many people who don't use the ski mountains who want to access the canyon. It's also a hazard because throwing more construction activity and traffic in the canyon is dangerous for the people who recreate there.

COMMENT #: 13160
DATE: 9/3/21 9:45 PM
SOURCE: Website
NAME: Kristen French

COMMENT:

Gondola and road widening are both expensive options that burden the taxpayers and destroy the natural habitat of this special canyon, which also benefits two businesses, not the public. We pay for a project that the ski areas benefit from. I am a wilderness user and my wilderness will be less accessible. Why are we proposing two massive projects when we haven't even seriously tried increased, year-round bus service. Try a cheaper, less invasive option first. Why are we trying to increase capacity when our wilderness can't sustain it? I propose trying tolls and increase bus service before we go in guns blazing with such expensive, nature damaging options. Please save this canyon from growth and development so our future generations and wildlife can explore, thrive, and enjoy. Thank you for taking the time to read my simple words.

COMMENT #: 13161
DATE: 9/3/21 9:46 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 #: 13162
DATE: 9/3/21 9:47 PM
SOURCE: Website
NAME: Jamie Longe

COMMENT:

Comments on UDOT DEIS

I appreciate the amount of work and understand the complexity of the problem that UDOT has been tasked with solving, but find the solutions provided too little and a bit tardy. Part of this has been due to the unpredictable accelerated use of outdoor recreation since the start of COVID. Unfortunately, like an outdated textbook, the solutions presented are already insufficient for the amount of growth and usage we are seeing in all the canyons.

The traffic congestion is year round in all canyons and seems to be even greater in BCC than LCC. Some of this may be due to the shift to BCC, especially during the winter since winter congestion in LCC has greatly increased. Summer has seen a tremendous increase in traffic in BCC due to both the sudden explosion in outdoor activity and the paving of Guardsman Pass. This has been further complicated by the disappearance of some of the traditional parking.

The gondola option is expensive and insufficient for this need and will seem outdated by the time it is finished. It provides a very narrow window of assistance with winter congestion for skiing Alta or Snowbird but does little to provide transportation to other destinations for alternative winter users including snowshoers, hikers, backcountry or XC skiers who desire to use White Pine or other destinations. It will be a visual disturbance that will be used predominately for a few months in the winter. We all dread the Red Snake but we will also be irritated by the blinking red lights on the gondola towers that will be persistent.

The need to find, purchase and develop dispersed parking areas for bus or other travel to the canyons is an urgent need for whatever transportation option is chosen for the future and should be a priority. I see the time and money we have spent with various studies frustrating when various properties have become available and opportunities to purchase are missed.

There is an urgent need to increase efficient bus service now and perhaps having a fee for canyon use can assist in helping to maintain the roads and purchase electric canyon buses while other options are explored. These buses can run year round and provide transportation to trail heads in BCC and LCC. The use of fees in Millcreek canyon have greatly improved the experience of users and the maintenance of the canyon.

I have looked at the numbers and percent changes in car traffic with your options and find them insufficient for the present problem. Unfortunately growth and usage is rapid and we may need to look at other options like trains. There is one under construction in Colorado and we should be able to observe the success on a cost and ease of people transported basis.

Again, I appreciate the work done but feel the unpredicted growth has outpaced your solutions and the purchase of parking areas is definitely needed and exploring year round solutions is the needed focus. I look forward to seeing more practical ideas from UDOT in conjunction with UTA, the ski areas and the public that will better serve the need presented by this recent explosion in outdoor recreation.

Jamie Longe

COMMENT #: 13163
DATE: 9/3/21 9:48 PM
SOURCE: Website
NAME: Jeff L

COMMENT:

Incremental solutions need to be considered- primarily toll roads as a first step. Simple economic concepts, incentivize bussing and carpooling before investing millions in tax payer dollars. All canyon users need to be considered, not just resort patrons. This is a fundamental flaw of the gondola option which does not provide access to trailheads along the canyon.

COMMENT #: 13164
DATE: 9/3/21 9:49 PM
SOURCE: Website
NAME: Jeff VandenBerge

COMMENT:

I am in favor of the gondola alternative. Overall it seems to have less environmental impact and will be operational more often than any ground transportation.

COMMENT #: 13165
DATE: 9/3/21 9:51 PM
SOURCE: Website
NAME: John Gallagher

COMMENT:

I do not feel like the tax payers should pay for a gondola that only benefits private resorts. A gondola will take away from the views and natural beauty of the canyon. More buses is the solution I would like to see.

COMMENT #: 13166
DATE: 9/3/21 9:51 PM
SOURCE: Website
NAME: Nick Boye

COMMENT:

What a complete disregard for the people who enjoy mountains. TERRIBLE IDEA THATS INSANELY NOT GOING TO BENEFIT ANYONE.

COMMENT #: 13167
DATE: 9/3/21 9:51 PM
SOURCE: Website
NAME: Yongguang Qiu

COMMENT:

No Gondola!! It destroys our wild nature!

COMMENT #: 13168
DATE: 9/3/21 9:52 PM
SOURCE: Website
NAME: Shad Williams

COMMENT:

I'm a resident of Salt Lake City. My family and I hike, climb, and ski in Little Cottonwood Canyon. I think an improved bus system is a much better option than the proposed gondola. The current bus system is awful. It's hard and sometimes impossible to find a parking place in the parking lot, and on a powder day you may be waiting over an hour just to get on a bus. If we could have better parking and more frequent buses, it might actually work. The gondola is a total scam. The ugly towers would alter the landscape of the canyon forever and it will only benefit people going to ski at Alta and Snowbird. It doesn't help backcountry skiers, hikers, and climbers who are going to other destinations in the canyons. Please don't ruin our canyon with this gondola.

COMMENT #: 13169
DATE: 9/3/21 9:52 PM
SOURCE: Website
NAME: Ryan McAvoy

COMMENT:

I believe the negative environmental consequences of a gondola in little cottonwood will create far more damage to the canyon than is worth it. The gondola will only benefit the ski resorts, and ultimately create a worse experience for all Canyon users, including those skiing at resorts. A robust bussing system would be much more environmentally friendly, and do more to relieve traffic than a gondola would. I am against both the LCC gondola, as well as widening the roads. A bus system would be much easier, quicker, and more environmentally friendly than other options.

COMMENT #: 13170
DATE: 9/3/21 9:53 PM
SOURCE: Website
NAME: Lucy Ahrens

COMMENT:

UDOT LCC EIS Comment:

As someone who was born and raised in the Town of Alta and has grown up in the surrounding areas of Snowbird Mountain Resort and Little Cottonwood Canyon, I can wholeheartedly say that I am against the proposed gondola option related to in the UDOT LCC EIS Draft. I feel this is the most pertinent issue that can be addressed right now and must be fully opposed before we can truly move forward with other more practical, functional, and economical options. At the tip of this iceberg sits the issue of traffic congestion in Little Cottonwood Canyon. What use to be an endearing, if slightly, notorious term to describe traffic in the canyon, the “red snake” has quickly evolved over the last few years into a monster that is to be endured and expected, seemingly on any given day of the week.

From what I have gathered, the proposed 200 ft tower gondola option has not proven that it would be a viable, easy, or immediate option to fixing the “red snake” traffic congestion problem. It seems that it would instead serve to benefit the private companies located at the top of Little Cottonwood Canyon. The baseline at this moment in time is that the proposed gondola option would be a highly invasive and incredibly expensive option that, while not actually fixing the problem at hand, would also leave us to continue enduring the ever-building traffic problem in the canyon.

There are other more simple and cost-effective options on the table, namely the concept of a tolling/fee station system. Placed right at the mouth of the canyon, a base station would serve as a place where a daily fee, based on peak hours/days, would be charged to gain vehicle access to the Little Cottonwood Canyon road. This fee can be built into a pre-purchased ticket, season passes, employee benefits, etc. This would also be an optimal place to regulate the flow of traction law-approved vehicles vs non-traction law vehicles. A great place to start the implementation of the UDOT pilot sticker program that has taken place over the past couple of years. This would then be supported by a shuttle-like bus system such as those that can be found in national parks across the country. Widening the roads in specific areas in addition to the creation of a parking structure at the mouth of the canyon would also need to be addressed to ensure this suggestion is fully operational.

There are only a few true treasures left in the world that have not been spoiled by over-love and over-discovery. We are on the verge of ensuring that one of these places does not fall victim to the ugly, strong arm of private corporate companies and back door deals that benefit far richer people than your average nature lover. Please, I implore UDOT to understand the importance of this moment and opposes the proposed gondola option in the UDOT LCC EIS draft.

Thank you for your time and consideration.

COMMENT #: 13171
DATE: 9/3/21 9:53 PM
SOURCE: Website
NAME: Emma Furman

COMMENT:

As a Utah resident, active community member, and someone who frequently recreates in Little Cottonwood Canyon and the surrounding areas of the Wasatch, I truly appreciate the time, dedication, thoughtfulness, and care that the UDOT team has put into researching the different transportation options to help support recreation in Little Cottonwood Canyon. It's a very special and unique ecosystem that all Utahns and those who visit here should be able to experience and enjoy. Personally, some of my first times climbing were in the canyon, and I'll never forget the literally breathtaking feeling of looking out over the vast expanses of granite across the canyon, and down into the Salt Lake Valley below. It galvanizes and humbles you all at the same time, and I support the alternatives that protect this uniquely special place, and allow those from all backgrounds to better access them.

I wholeheartedly support the enhanced bus (with no additional roadway capacity) alternative as the best solution outlined in UDOT's Little Cottonwood EIS. Not only does it meet the UDOT's goals of improving mobility in the canyon during peak hours and reducing vehicle use, but it is by far the most cost effective and cheapest option for taxpayers, with the ability to help folks from all economic and social backgrounds access Utah's public lands.

I vehemently oppose the gondola option for a multitude of reasons

- It's the most expensive option for taxpayers by far (\$592 million versus \$355 for the enhanced bus service without a corresponding substantial increase in canyon mobility or increase in people it will be able to move during peak hours.

- Per the EIS, it's not scalable and UDOT would not be able "to determine the operational success until after a major capital investment is made into the system." As Utah's population increases at a rapid rate, we need transportation methods that we can scale for future generations of outdoor recreators. The enhanced bus service is easily scalable.

- The gondola alternative has a high environmental footprint, forever altering the landscape and destroying well loved climbing areas, including 35 boulders and 142 problems. It impacts 17 acres of irreplaceable canyon land, as opposed to only 13 with the enhanced bus service.

The gondola is also not immune to avalanche mitigation, and per the EIS, structures and gondola cars would need to be inspected after avalanche mitigation blasting, and the gondola would not operate while artillery is in use. So the gondola would be subject to the same avalanche mitigation pauses that roadway travel and busses are.

Another large concern for the gondola plan, as well as tolling in the canyon, is the environmental justice impact. It's also concerning that no fare amounts for the gondola have been released to the public. Tolling disproportionately limits access to the upper canyon from lower income folks, including those who want to partake in lower cost outdoor recreation, such as bouldering, sledding, snowshoeing, and backcountry skiing. At the same time, activities in the lower canyon would be more limited due to the infrastructure and construction of the gondola. We need to protect these resources and not make it more difficult for marginalized residents of the Wasatch to access them.

Limiting single occupancy vehicles, especially in peak hours, is a great alternative, as it does not exclude anyone, and instead encourages folks to carpool and use public transportation.

I am never more energized, inspired, creative, productive, and happy than when I am out in Utah's wild spaces like Little Cottonwood Canyon, and truly believe this makes me not only a better human being, but allows me to conduct my personal and professional life from a better perspective. Utah can only be

a great state for all of our citizens if we allow everyone this same experience. We not only bring the vigors of our adventures into our personal lives, but they allow us to be creative and productive at our 9-5 jobs (and all schedules). As I understand economics are also a concern, please keep that in mind. Thank you for taking the time to hear the voices of concerned and caring citizens who love our wild spaces.

COMMENT #: 13172
DATE: 9/3/21 9:53 PM
SOURCE: Website
NAME: Newel Jensen

COMMENT:

Dear UDOT LCC EIS Team,

While I passionately feel that the transportation challenges in LCC are in desperate need of improvement, I believe that the foundation of this EIS is flawed. The study area defined in this EIS is highly limited and assumes that in all alternatives the public arrives to the study area in a private vehicle. This results in an inherently biased evaluation of the alternatives. A more comprehensive study and more inclusive study area would account for the existing regional public transit network. If a broader study area were defined, alternatives that could interline with the regional network, e.g. a cog rail alternative, would demonstrate both an overall cost advantage as well as a significant travel time advantage. The two alternatives advanced in the Draft EIS not only fails to take advantage of that transportation network, but they further encourage private automobile travel to the mouth of LCC. This only exacerbates congestion, air pollution, and carbon emissions in the valley. Travel to and from the canyon impacts significantly more than the highly limited study area defined in this study. Users of Little Cottonwood Canyon come from throughout Salt Lake Valley, the Wasatch Front and Back, and national and international travelers. Please reconsider the basis of this EIS, and include in your analysis the comprehensive demographics of the canyon users.

Respectfully,
Newel Jensen

COMMENT #: 13173
DATE: 9/3/21 9:55 PM
SOURCE: Website
NAME: Jefferson Schmidt

COMMENT:

Having lived in the mouth of little cottonwood for the last 26 yrs, I can say, albeit anecdotally, that the traffic related problems have 1) grown significantly over the past 20 yrs and 2) that bussing transportation related solutions to said traffic problems have not been thoroughly attempted up until this point. Therefore, I do not see the logic or necessity of pursuing solutions beyond those relating to bussing such as gondolas or widening the road. Please put more effort into encouraging people to use the public transportation options that are already in place. Incentives abound such as earlier access to resorts or avoiding parking fees.

COMMENT #: 13174
DATE: 9/3/21 9:55 PM
SOURCE: Website
NAME: Colleen Burns

COMMENT:

NO GONDOLA.

COMMENT #: 13175
DATE: 9/3/21 9:57 PM
SOURCE: Website
NAME: Jennifer Badger

COMMENT:

Please please try the least invasive solution first which would be a toll and more busses.

COMMENT #: 13176
DATE: 9/3/21 9:57 PM
SOURCE: Website
NAME: Ava Kruger

COMMENT:

No gondola or road widening im 13 i go to olympus jr high and i have been playing in this canyon since i was very little. I dont want to see this fun place being destroyed.

COMMENT #: 13177
DATE: 9/3/21 9:57 PM
SOURCE: Website
NAME: Joseph Freeman

COMMENT:

I disagree with both proposals, gondola and current version of roadway widening and dedicated bus lanes due to the following:

- The gondola will not alleviate the 'red snake' scenario, but will only push it further down canyon and onto I-215.
- The gondola is only benefitting the businesses of Alta Ski Lift Co. and Snowbird. This is a huge handout to these businesses of taxpayer monies.
- The gondola is not a long term or year round solution to the growing traffic problems on Highway 210.
- The gondola will be an extreme eyesore, taking value away from LCC.
- The gondola is the wrong direction as a new infrastructure footprint will be built.
- The gondola does not benefit other recreation users of LCC like hikers, bicyclists, climbers and backcountry skiers / snowboarders.

The current proposal to widen the road will remove the unique and world class granite bouldering at the mouth of LCC and will remove current, and already limited, parking available for climbers and hikers in the bottom 1/3 of the canyon.

How about a new option that truly addresses the parking and traffic problems of Highway 210 and LCC? --- One that better utilizes the existing road footprint. How about a rail system along/above the current Highway 210?

Both of the proposed options are limited in scope. An amended / updated version of expansion of Highway 210, with future utilization of a rail system along this existing footprint would be a truly long term solution to the congestion of LCC, which will continue as the SLC valley population grows and as Alta Ski Lift Co. and Snowbird continue their marketing efforts to attract skiers and snowboarders external to the local population.

There are many things that can be done to limit traffic in LCC which are being overlooked: permit system for LCC vehicles, enforcement of winter driving requirements (i.e. proper tires and chains, carpooling requirements, expansion of existing bus service, limiting the number of people and vehicles which can enter LCC daily).

Both option are poor. The gondola is the option which would be the worst!

COMMENT #: 13178
DATE: 9/3/21 9:57 PM
SOURCE: Website
NAME: Sierra Sun

COMMENT:

Of the current proposed solutions, I think the increased busing is best and must be paired with hefty tolls at the mouth of the canyon for single drivers. This solution is less expensive, more equitable, and less environmentally detrimental than the gondola.

However, I think the most obvious solution would be to close the canyon on those few days a year on which traffic could be a problem. The problem being discussed is important, but only relevant a few days a year, and doesn't need to be addressed with a permanent solution that 1. Is extremely harmful to the natural environment, 2. Hasn't been studied for effectiveness, 3. Isn't useful year round (the gondola only goes directly to ski resorts, so summer recreation is not made any easier), and 4. Only benefits ski resorts and wealthy skiers. If the canyon was closed occasionally to prevent traffic backup, ski resorts will miss out on a few extra dollars and skiers will miss out on a few powder days. So what? Why are we considering sacrificing a beautiful and irreplaceable natural landmark in the name of pandering to wealthy ski resorts that will suffer little from missing out on business a few days a year?

The lack of consideration for the environmental damage that the gondola and other infrastructure-related solutions would cause is insulting. Where is the consideration for future generations?

COMMENT #: 13179
DATE: 9/3/21 9:58 PM
SOURCE: Website
NAME: Elizabeth Chipman

COMMENT:

I think widening the road access to Little Cottonwood Canyon is a terrible idea. The idea of a gondola in any of the canyons is absurd obstruction of seeing the sky or the peaks. I think a cog railway would be the most efficient way to get people up and down and limit traffic and help keep the pristine quality of the canyon.

COMMENT #: 13180
DATE: 9/3/21 9:58 PM
SOURCE: Website
NAME: Scott Svatos

COMMENT:

I love to ski but I feel like the gondola is an overly complicated solution to the transportation problem in LCC. If the ski areas and UTA implemented an improved bus program it would not require building monster eyesore towers through a scenic canyon that has value well beyond skiing. Certainly improving the lanes and putting additional buses on the road with additional pickup spots and extended hours and affordable rates could take cars off the road, especially if cars are charged to drive the canyon or limited from the roads at certain hours or on certain days. In other words, I think there are solutions already within reach that don't require a massive engineering project like the one being touted. If the bus solution isn't currently working, I believe it's because it hasn't been configured and supported properly (for instance, the buses shut down before ski season is even over, which is puzzling and doesn't speak of a great commitment to bus transportation). I'm sure the gondola would make for great advertising for tourists to come ski Utah, but is it really a practical solution for getting locals up and down the mountain? Improving the road up LCC, limiting cars, and putting a surplus of buses on the road and collecting skiers from an abundance of pickup points makes much more sense. I'm sure there are other creative terrestrial solutions that could be explored and implemented as well.

COMMENT #: 13181
DATE: 9/3/21 10:00 PM
SOURCE: Website
NAME: Sue Ann Jones

COMMENT:

I am for the gondola. It would be great to drop skiers off at mid gad to start the day. Then continue to Alta and drop them on the ski hill also.

COMMENT #: 13182
DATE: 9/3/21 10:00 PM
SOURCE: Website
NAME: Andrew Katsohirakis

COMMENT:

I am writing, as a citizen and project taxpayer, to voice my opposition to the gondola alternative for transit in LCC. Other citizen and institutional commenters have no doubt written much longer and more eloquent comments, so I will keep mine brief. Based on my reading of the Draft EIS materials, and other research, I think the gondola is problematic for several reasons:

- Scalability/Flexibility - The infrastructure is as-built, and cannot be easily adjusted to accommodate for changes in demand and travel patterns. A good transit system should be able to react to any changes that might present themselves on short notice, or even as a long-term trend. While a 3S system, as forward in the Draft EIS, does have some more flexibility in its final design and tower placement, once implemented, it would be more or less permanent, without significant expenditure of follow up resources. An enhanced bus system could scale up or scale down as needed, or generally just run different services and schedules.

- Access - This is something of a sub-point to the above point. As presented, the gondola only provides access to Snowbird and Alta. As a heavy user of both ski resorts, I personally do not want a public transportation system that acts solely as an access point to private businesses. As a taxpayer, I don't approve of what is essentially a handout to the resorts, especially when their core business is already built on utilizing public resources in the form US Forest Service land. And as a participant in various other recreational activities in the canyons, using this opportunity to implement once-in-a-lifetime infrastructure and have it only cater to two destinations seems very subdued and shortsighted.

- Visual Impacts/Privacy - I'm sure UDOT is absolutely sick of this concern, but I genuinely posit that the gondola system should not be considered on these grounds alone. While the existing road, and any other road/rail expansions, are not the height of aesthetic beauty, they already occupy a corridor that is more or less accepted in the public eye, and they only occupy a horizontal dimension. You can easily be hiking a trail or climbing a rock face, and not be able to see the road. In effect, right now you can enjoy the Twin Peaks and Lone Peaks Wilderness Areas as they are imagined to be, wilderness. The gondola system, as presented in the Draft EIS itself (not "just the ramblings of concerned NIMBYs), sticks out and dominates the eye, from both close-up and far away. From close-up, there are several roadside and off-road vantages that would now be defined by the gondola, instead of the majestic canyon walls that surround it. I don't think that's a bleeding heart, tree hugger concern -- people come to the canyons to see the canyons, so harming that aesthetic defeats the purpose of people coming, transit or no transit. Of particular note was the Draft EIS rendering of how the gondola looks at Tanners Flat campground. The gondola goes right over several campsites, almost comically looming overhead. While the canyons are already somewhat commercialized by the presence of the resorts, they at least take the effort to fit the part. The gondola makes the entire canyon look and feel like some kind of amusement park attraction. And while I am not a property owner/resident in the canyon or at its mouth (and am in fact am not in favor of the existence of these many of these residences, on environmental grounds), I can definitely sympathize with the people who will now have thousands of people in gondola cabins peering into their windows and backyards.

- Environmental/Recreational - I live an odd dichotomy. By education and employment, I am an engineer. So I understand the frustration of dealing with complex systems and the necessity of creating solutions to growing problems, even if those solutions aren't perfect. But by education and just generally trying to be an empathetic and rational person, I am also an ardent environmentalist. The canyon's health and environment are deeply important, not just because of the effects that damaging the watershed and biodiversity would have on us humans, but also because of the intangible and incalculable value present in a healthy, beautiful ecosystem. The cold hard facts do not lie: the usage of the canyon (s) is growing to the point where something must be done. Despite the fervent wishes of

some, “doing nothing” out of a desire to not modify the canyon will only result in more harm, since people are going to keep coming in greater numbers. So I am in favor of building infrastructure and altering the environment as is necessary. However, I support doing that within reason, and I think the gondola exceeds that. While an enhanced bus system, or even a cog rail, will widen the road corridor and its disruptive footprint, that is a corridor that has already been altered by human activity. Even the unpaved shoulders have cars constantly parked on them, winter and summer, so this is just a slight adjustment of the status quo. The gondola's 17 tower sites would be environmentally disrupting areas that are not currently touched by the hand of man. The Draft EIS identifies wetlands, meadows, and groves that would be permanently destroyed by the preferred pathway. I would rather that not be the case, and that whatever transit option is implemented sticks to the road. On the note of offroad, I defer to the fears of the Salt Lake Climbers Alliance in regards to the many boulders and problems that will be destroyed by the current preferred gondola route. As an entry level climber myself, I would hate for any future transit option to permanently destroy recreational opportunities for future generations. I've been skiing at Alta and Snowbird for 20 years, but that doesn't mean that I support favoring skiing to the point of wrecking the environment and recreation of the canyon to make skiing easier.

This is a much longer comment than I originally envisioned, but I'm glad to get my concerns off my chest. The gondola cannot be the option pursued, for these and other reasons, and I strongly hope that UDOT and its partners don't move forward with it. To be very brief, I hope that the preferred option going forward is an expanded bus system. It's flexible, scalable, has a much smaller footprint, is much more affordable, can stop at many different locations, and won't scar the canyon in an irreversible way. I am a huge train guy at heart, and I would love for a cog rail to be built, but 1) it is too expensive for our state government to approve, and 2) many of the reasons that I don't support a gondola also apply to a cog rail (scalability, flexibility, cost, footprint, etc) so it wouldn't be fair to castigate the gondola and then praise the rail (that being said, if the cog rail is revived as a viable option, I absolutely will not complain...I LOVE trains).

In closing, I am overall excited that better transit options are coming to the canyon, but I really hope that it's not the gondola. Better buses, or even the cog rail, are the way forward for reasons of flexibility, scalability, cost, visual impact, and environmental preservation, and I hope that UDOT and its partners make the right choice.

COMMENT #: 13183
DATE: 9/3/21 10:01 PM
SOURCE: Website
NAME: Travis Suite

COMMENT:

My first comment is that LCC should already be a national park. The gondola would destroy such a beautiful canyon. Not to mention it would feed the pockets of big developers. There's already so much misinformation out there about the amount of time/people it could hold to get to the top. My preferred solution is expanded bus service, something similar to Zions during peak winter traffic days. I'd even be fine with a toll to get up the canyon. I'm not a fan of road wide widening either but I'd take that over the gondola.

COMMENT #: 13184
DATE: 9/3/21 10:05 PM
SOURCE: Website
NAME: Buffie Finke

COMMENT:

I think that other options should be put into place before spending this kind of money on a gondola that is only going to before the resorts and absolutely ruin our canyon, the look of it and the trails. It's not okay!! This is going to cost way too much money and still not fix the problem. Then it will become atourist attraction and we don't need more people up there. And it will cost money to ride it in addition to your expensive ski ticket etc. There gondola areas will not even have enough parking for the cars that usually drive up the canyon. I think we still need to implement smaller steps before we jump into something that is very costly and may ruin LCC. Please think about it!! Thanks

COMMENT #: 13185
DATE: 9/3/21 10:06 PM
SOURCE: Website
NAME: Ana Sullivan

COMMENT:

After carefully considering the transportation alternatives along highway 210, it is clear to me that the Enhanced Bus service offers the most flexibility and access to all users in the canyon.

1. There are many trailheads and access points along highway 210 that attract climbers, hikers, and backcountry skiers. The gondola excludes these users.
2. The bus system can be tailored to seasonal need. The gondola will be an eyesore in the canyon year round.
3. The enhanced bus service can transport nearly the same amount of people per hour as the gondola.
4. It is less expensive, and the use of the tax dollars services the needs of all users in the canyon, not just skiers and resort financial interests.
5. Bus systems work. Zion National Park went to a bus system due to severe over crowding, and the park continues to serve millions of people per year.

The main objective for the Gondola is to be able to transport skiers to their destination regardless of road conditions. I would like to go into detail about why this is not the best solution. UDOT has not yet pursued the transportation alternatives with any amount of dedication that I have witnessed. Here are my observations and a proposal for another solution.

1. Often times, the reason why the road is a mess on storm days are many:
 - a. Enforcement at the bottom of the canyon is usually non-existent. I ski up the canyon 5-7 days a week, and rarely was there a cop enforcing the chain/4wd rule. I would say less than 10% of the storm/snow days.
 - b. On said days, I observed Teslas, BMWs, Chevy Cruz (rentals... and by far these were the worst offenders) were either struggling causing huge pile ups behind, on the snowy road, or off the road, in a ditch, flipped over, or worse, caused an accident.

Proposal: Highway 210 4wd/chains/snow tires ONLY from Nov 1st- May 1st would be a good start to keeping the wrong cars off the road, all of the time, at NO COST. Weather systems roll through quickly here in the Wasatch, and I have seen sunny skies turn into a snow squall within an hour. Often times the road signs are not turned on during these occasions, and travelers are stuck coming up and down, causing congestion. Just keep 2wd cars out of the canyon.

If the safety of travelers in the canyon was a priority, then why was this lack of traction law enforcement regularly observed?

Without actually enforcing the traction law rules, how can this be determined to not be effective?

The Enhanced Bus service can be implemented next season, and data can continue to be collected regarding the efficacy of additional buses, at a lower initial cost.

Here is my dissent regarding the Gondola B project:

Alta and Snowbird are already bursting at the seams with skiers/riders. On storm mornings, the mountain rarely opens on time, and skiers line up for a quarter mile at times just to get onto a lift. How do more skiers equal better in this scenario? It doesn't. What is does equal are more dollar signs.

Is there a compromise between profit and skier experience at the resort that is sustainable? I think the answer is yes, with the Enhanced Bus System.

A gondola soaring over the pristine Little Cottonwood Canyon wilderness might be great for the occupants, but who wants to go hiking, climbing and skiing in the wilderness with a Gondola peering down on you?

The Gondola will forever change the pristine wilderness of the canyon. We need to preserve our state treasures, not exploit them.

Before making the decision to spend 500 billion dollars on the Gondola B project, please consider implementing other less costly, more inclusive options first. I think you will find that we can spend 500 billion dollars in much better ways.

The Gondola B Project will forever change the pristine wilderness of Little Cottonwood Canyon. We need to preserve our state treasures, not exploit them, so they can be enjoyed for generations to come.

COMMENT #: 13186
DATE: 9/3/21 10:07 PM
SOURCE: Website
NAME: Jennifer Deans

COMMENT:

Both proposals are unacceptable. We need to try adding additional buses without lane widening before these extreme and expensive measures. Both proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon . Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems and will severely impact access to climbing areas. These proposals serve only the resorts and not the many other users of the canyon.

COMMENT #: 13187
DATE: 9/3/21 10:07 PM
SOURCE: Website
NAME: Macy Olivera

COMMENT:

I believe that the gondola idea for the canyon will not improve traffic conditions but will instead increase canyon congestion. I urge you to consider the increased bus plan instead!! Thank you

COMMENT #: 13188
DATE: 9/3/21 10:08 PM
SOURCE: Website
NAME: Maximilian Vargas

COMMENT:

The gondola option specifically excludes the myriad other recreation options that most people engage in. The gondola only benefits bringing people to the resorts, yet so many other non-resort bound options for recreation exist.

COMMENT #: 13189
DATE: 9/3/21 10:09 PM
SOURCE: Website
NAME: Olivia Church

COMMENT:

According to the UDOT Little Cottonwood Canyon EIS, "Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains." UDOT's preferred options do neither of those things. What they do is forever alter and further commercialize a unique urban forest canyon, a priceless resource benefiting a broad community living along the Wasatch Front. The "needs of the community" and the "values of the Wasatch" fall far behind UDOT's and the state's real desire to get as many people up LCC as possible, all to benefit two private businesses for roughly 30 days a year. The problem demands more creative, and less costly, thinking than "build more road," or "build a carnival ride through a national forest."

UDOT's decision making on this issue has been flawed from the start because it sought to solve a unique problem with a standard answer. LCC experiences severe traffic problems less than 10 percent of the year, primarily during winter weekends, holidays and occasional powder days. The congestion occurs because too many private vehicles enter the canyon during peak periods through a narrow-morning time window. The problem is exacerbated when snowfall requires avalanche control work. UDOT has made no effort to solve this problem using immediately available options at a lower cost to ALL members of the community.

Let's look at some of the facts surrounding the value and nature of LCC and UDOT's promotion of a half billion dollar "remedy":

- Widening S.R. 210 or introducing a gondola will accelerate the number of people entering the canyon.
- Serious congestion is currently only a problem during the winter.
- Heavy traffic only occurs about 30 days a year.
- Traffic issues are due to the attractions held by private companies operating largely on public land.
- The gondola would only service two business locations and ignore trailheads, climbing sites, and other areas of community interest in the canyon.
- A significant percentage of private vehicles heading up LCC transport only the driver.
- Traffic problems during snowstorms can be reduced with more consistent "enforcement of vehicle traction requirements.
- LCC has a good avalanche control record.
- When the canyon road is closed due to avalanche danger, the ski resorts are often closed to skier traffic too.
- Pollution will decrease with the introduction of zero emission buses.
- Climate change is real and may continue to decrease average annual snowfall; powder panic may not be as big of a problem in the future.

Although safety in the canyon is of prime importance, concerns about canyon safety are overblown. It is more lethal to drive I-15 than S.R. 210. And the ski community has managed to coexist with avalanche control issues for over 50 years. Snow management has been an understood part of the ski resort business model since its inception and both resorts have managed to become very successful.

UDOT should revisit its objectives of meeting "the needs of the community while preserving the values of the Wasatch Mountains." Its proposals, especially the ill-conceived gondola, do nothing to control the pressures on the canyon itself, they only serve to increase visitors and generate revenue for private companies and developers. UDOT must emphasize what is really important here, the protection of LCC values from the cumulative effects of commercialization and development. Accommodating

reasonable transportation needs to the ski resorts and the segment of the community they attract is important, too. That does not mean encouraging an ever-increasing or unlimited number of visitors.

From destroying prime non-ski-resort recreation opportunities to altering the natural condition of the canyon itself, UDOT's preferred options should not even be on the table until less intrusive and less expensive alternatives are implemented, tested, and exhausted. Here are just a few options to help address the underlying simplicity of the real problem, too many private vehicles in the canyon on some days:

- Identify weekends, holidays and other select days as peak periods with standardized canyon traffic protocols understood by all visitors.
- Require a carpool minimum during certain times.
- Provide truly expanded bus service to the resorts during busy days and hours on a reliably standardized basis.
- Consistently provide public transportation with priority access to the canyon during problem hours.
- Eliminate private vehicles in the canyon altogether during peak hours.
- Explore ways to give canyon employees priority access to the ski resorts; staffing the ski resorts is a challenge for those businesses.
- Adjust ski resort hours of operation on problem days.
- Erect a canyon entrance service booth to help manage visitors, similar to that used successfully in Millcreek Canyon.
- Identify a carrying capacity that doesn't compromise the nature of LCC before developing permanent ways to crowd even more people up the canyon. Maybe we have already reached that capacity on certain days.

Average annual snowfall in LCC has been trending downward for decades. It is possible that powder days, which are the catalyst for some of the most heavily congested days, will decrease in the future. Perhaps in another twenty years there will be fewer powder days to drive a fraction of the community to congest S.R. 210 for a few hours on a given day. A wide road or a gondola may simply turn out to be no more than a standing monument to misguided engineering, like a giant corroded pump in the middle of a dry lake bed.

There are myriad ways to address LCC's traffic challenges without forever damaging the "value of the Wasatch." Building a bigger road or installing a carnival ride may increase value for two private companies, but either would forever transform the canyon's value to the broader community. And those changes will continue to contribute to ever greater changes down the road, so to speak. The cumulative effects inherent in either of UDOT's preferred alternatives are unacceptable.

*This statement was written by Rodger Renstrom and I am in full agreement with his perspective."

COMMENT #: 13190
DATE: 9/3/21 10:10 PM
SOURCE: Website
NAME: Ryan Suen

COMMENT:

When managing our public lands, we need to consider both recreation and conservation. The gondola, and to a lesser degree, the expanded roadway proposal looks at only expanded recreation for a very specific subset of users of Little Cottonwood Canyon (LCC).

Specifically serving the needs of only the ski resorts at the cost of every other form of recreation within the canyon. Climbing, hiking, biking, running, etc. Forms of recreation that are typically enjoyed by marginalized communities given the high costs of entry to skiing and snowboarding.

This is further detailed by the SCLA's recent blog post:

Over the last couple of months, the Salt Lake Climbers Alliance has spotlighted how the Utah Department of Transportation's (UDOT) Little Cottonwood Canyon transportation proposals threaten climbing. Mere days remain to weigh in. The comment period for the Little Cottonwood Canyon project draft environmental impact statement (EIS) closes this Friday.

Before the comment period closes, we want to highlight concerns affecting sidelined stakeholder groups: lower income individuals-particularly those that hold marginalized racial or ethnic identities-and otherwise disenfranchised residents. UDOT's draft EIS does not adequately address its proposals' impacts on these oft-ignored residents, thereby perpetuating environmental marginalization in the Wasatch Front. We invite you to help us advocate for more equitable options.

The problem (in a nutshell) is that UDOT's proposals impose costs to upper Little Cottonwood Canyon access during the winter in the form of transit fares and vehicle tolling. Such costs disproportionately burden already disadvantaged Wasatch communities, hindering their access to this iconic Wasatch destination. Furthermore, the proposals will negatively impact the types of outdoor recreation most accessible to lower income residents and community members of color. UDOT's proposals thus offer up an environmental justice "double whammy" and contribute to the existing environmental injustices which marginalized Utahns already suffer.

Environmental Injustice on the Wasatch Front

A robust body of empirical evidence shows how public policy and planning decisions frequently expose marginalized communities to environmental hazards (e.g. pollutants, toxic waste) and simultaneously exclude them from positive environmental amenities (e.g. parks, natural spaces).

The trend is well-documented on the Wasatch Front. For example, research shows that Hispanic, Black, and Pacific Islander households in Salt Lake City are exposed to more toxic air pollution than white households. Likewise, schools with more racial/ethnic minority students have greater exposure to PM2.5 pollution. Salt Lake valley neighborhoods of color and/or lower income have less tree cover than their whiter, wealthier counterparts and feature parks characterized by poorer maintenance and fewer desirable amenities.

Such disparities extend to transportation and public transit. Public transit along the Wasatch Front serves the everyday needs of wealthy residents over those of marginalized communities. And Wasatch area residents of color have fewer transportation options to access outdoor recreation destinations, such as state parks and national forests, when compared to white residents.

The Little Cottonwood Canyon EIS: An Inequitable Project by Design

UDOT's Little Cottonwood Canyon project is structured such that it will contribute to the Wasatch Front's legacy of environmental injustices. Following the National Environmental Policy Act (NEPA-the policy under which the UDOT EIS is mandated), agencies are only required to consider the proposals that address a project's stated "purpose and need." The Little Cottonwood Canyon project purpose is "to substantially improve roadway safety, reliability, and mobility of S.R. 210" and the needs are further refined to those "related to visits to ski areas, with the greatest traffic volumes on weekends and holidays and during and after snowstorms." This narrowly-crafted purpose and need effectively ensures that ski area users' concerns and interests are prioritized ahead of those of other canyon users-precluding good faith efforts towards more equitable outcomes. A more equal (among different types of canyon recreation and users) and equitable (when considering the existing socioeconomic conditions and contexts of Wasatch area communities) project is likely only feasible under a project purpose and need that recognizes and centers the needs of canyon users "diverse" in both recreational and socioeconomic terms.

How UDOT's Proposals Perpetuate Environmental Injustice

Guided by a narrow purpose and need and clearly crafted without the meaningful participation of marginalized community members, UDOT's proposals will perpetuate environmental injustice on the Wasatch Front. The agency favors two proposals. Under one, a gondola would drop riders off at one of two destinations (Alta or Snowbird). Under the other, buses would travel to the same destinations on a roadway widened with one or more bus-only lanes. Under either, UDOT intends to deter car travel with private vehicle tolling in the upper canyon. Thus, any of UDOT's proposals will require visitors to pay to access the upper canyon--no matter how they travel. The cost will likely prohibit upper canyon use among the less-resourced.

To be clear, Salt Lake Climbers Alliance supports enhanced transportation and traffic mitigation strategies-even those that come at an additional cost. We support tolling combined with more buses (without road widening), in particular. But, our support only extends to plans which reflect thorough and nuanced consideration of their environmental justice impacts for those community members who face the greatest difficulties accessing outdoor recreation resources.

In addition to the creating further disparity in regards to outdoor access, the proposed solutions leave a permanent scar on the natural landscape of LCC. Destroying current environments to marginally increase recreational access for a specific group.

Because of this, other less impactful solutions should be considered. An expanded bus service using current infrastructure comes top of mind. And further linking this bus service with existing public transportation within the SLC valley.

COMMENT #: 13191
DATE: 9/3/21 10:10 PM
SOURCE: Website
NAME: Kristin Blanchard

COMMENT:

Please for the love of all that is good rethink expanding the road or putting in a gondola. LCC is a treasure. Please don't destroy it.

COMMENT #: 13192
DATE: 9/3/21 10:12 PM
SOURCE: Website
NAME: Paul Gaia

COMMENT:

As an avid user of both cottonwood canyons I am highly opposed to the aerial tram and the expansion of the road for busses. I am, however, in favor of increased parking at the base of both canyons and a shuttle system provided by the ski resorts.

First of all, the aerial tram is problematic for several reasons. It will be an eye sore in an absolutely beautiful canyon, LCC. The construction will negatively impact world class climbing (LCC is an international climbing destination) and most likely will affect the watershed that serves thousands of people.

There are also safety concerns related to the aerial tram. As a former ski patroller with 15 years experience and an additional 10 years as a paramedic, I can attest to the fact that trams are difficult to evacuate and should a medical emergency arise, it would be virtually impossible to evacuate and treat the person. Evacuations would not be able to occur in an avalanche zone. Furthermore, wind holds and avalanche danger would require occupants to remain in the tram for potentially long periods of time.

The financial burden of the tram is also a concern. Not only is there the initial cost to build, but the maintenance costs will be substantial. This cost is planned to be passed onto taxpayers, the majority who do not ski, to benefit the ski resorts of which I am highly against.

A viable solution would be for ski resorts to provide shuttles for skiers. These could run more frequently and efficiently compared to busses and wouldn't require widening the road. Skiers would also be more likely to ride frequent shuttles vs. busses. The ski resorts should also consider ski school/family shuttles as a service. This would require larger parking at the base of the canyons or a parking structure where the gondola is planned.

In summary, I am strongly opposed to both the tram and widening of the road for bus service due environmental concerns, safety, and cost - an unfair burden on the taxpayer. Please consider alternatives such as a ski resort funded shuttle system and increased parking at the base of both canyons.

Sincerely,
Paul F. Gaia

COMMENT #: 13193
DATE: 9/3/21 10:13 PM
SOURCE: Website
NAME: Laurie Goldner

COMMENT:

I am against the construction of a gondola in LCC. Although I have held ski passes to either Snowbird or Alta since the late 80s (and still do), I feel that the gondola option would only serve those resorts and none of the other canyon users. It would also impact the view shed and industrialize the beautiful canyon. LCC has only a limited carrying capacity and we need to acknowledge that fact sooner rather than later. I believe there are other viable options, one of which could include buses and even perhaps adding a lane. I think that the shuttle system that was instituted in Zion NP is a good example. Visitor numbers had exceeded the canyon's carrying capacity, so the shuttle system was initiated during peak periods. This removed the right for a visitor to drive their vehicle into the canyon at all times, but people understand and accept the limitation. Rather than beginning with building an extra lane, perhaps we could improve bus service or increase the percentage of HOV vehicles as a first step. Improved bus service would also benefit both winter backcountry users and summer hikers who are currently having difficulty finding parking at trailheads. Ultimately, with Salt Lake's increasing population, at some point even with no parking or road issues, the experience will be impacted due to the sheer volume of people in the canyon. At that time, restricting the number of people with access to the canyon on a certain day appears to be the only recourse.

COMMENT #: 13194
DATE: 9/3/21 10:14 PM
SOURCE: Website
NAME: Ken Hoffman

COMMENT:

I am a homeowner and live [REDACTED]. I hike, rock climb, ski, backcountry ski, and bicycle in Little Cottonwood about 60 days per year. We purchased our home here because of the beauty and tranquility of Little Cottonwood Canyon. The construction of a gondola would irrevocably ruin my experience in the canyon. In particular it would damage my experience in the Twin Peaks and Lone Peak Wilderness Areas. The construction of the gondola would impact experiences in the canyon year round. The gondola would impact the scenic viewshed within the canyon. The noise would impact experiences anytime the gondola was running. Finally the construction of the gondola would destroy existing pieces of the forest and maintenance roads would likely continue those impacts forever. I am admittedly opposed to the construction of a gondola in Little Cottonwood Canyon.

The EIS does not adequately evaluate impacts of the alternatives to all user groups. This makes the EIS invalid. The EIS must evaluate impacts to rock climbers, mt bikers, road bikers, runners, hikers, backpackers, skiers/snowboarders, backcountry skiers, campers, and any other stakeholder group who uses the canyon on National Forest Land. It is inappropriate to evaluate these alternatives without considering the impacts to all of these user groups who utilize the canyon in its entirety throughout the whole year. Every user group should be evaluated and the impacts considered for each alternative. No user group should be placed as greater importance than another.

I believe, if a full and legal EIS was conducted considering all user groups the preferred alternative would be construction of snow sheds. I support the construction of snow sheds for the protection of UT-210 and those traveling on it. Construction of snow sheds would greatly increase the safety of UT-210 and ease much of the existing congestion issues in the canyon in the winter.

Finally, during the past years we have now seen the general public will largely be excluded from the canyon during the days the EIS is currently evaluating. These weekend and holiday days Snowbird and Alta are requiring parking reservations which can only be made by their passholders. Further, these top of the canyon parking areas private or public are all being controlled. This new development demonstrates that the construction of a road project focused on these days will not serve the citizens of Utah but only these two private ski resorts. This makes the construction of this public works project more clear only for the service of a private industry. This makes it all the more imperative that impacts to all stakeholders be evaluated.

COMMENT #: 13195
DATE: 9/3/21 10:16 PM
SOURCE: Website
NAME: Jared Zitnay

COMMENT:

As I read through the draft EIS materials, the thing that really stood out to me was that the goals of this project and the greater concept of transportation management in the canyon seem out of balance with serving and protecting recreation in the canyon. The reason we have such a traffic problem is because of the world-class recreation in Little Cottonwood Canyon: rock climbing, backcountry skiing, resort skiing, hiking, camping. What is the point of modifying transit in the canyon if it jeopardizes the very reasons people come there? A great example of this is the boulders that would be removed with the roadway expansion in the enhanced bus service with peak shoulder lane alternative. It doesn't matter that these aren't a "section 4(f)" resource, they're a significant part of the recreation experience for thousands of people a year. If you have to remove them so that you can shove more people up the canyon, then what's the point? Eventually, we'll just be shuttling people up the canyon so they can look at manmade construction, at which point there will no longer be a reason to go up the canyon.

This all sounds cynical, and I don't mean to suggest that we do nothing. However, the options we pursue must preserve the very resources that draw people into this amazing land. While tolling will be a welcome change, it seems that a capacity limit or prohibition on personal autos for day use during peak times should be more seriously considered.

It also seems that the two alternatives are not being considered based on equal criteria. The gondola is being teased for possible summer operations, while we are repeatedly ensured that the bus is a winter-only solution. This is bogus, the busses can run whenever UTA and interested stakeholders decide it's in their interest to do so. Bus service is most definitely expandable to include summertime service as summer traffic grows to unsustainable volumes, and busses can certainly stop at trailheads throughout the canyon if you just stop the bus at them. There are undeniably numerous flexibilities to a bus system that are being ignored (maybe even so far as being denied), while seasonal flexibility is floated as a gondola advantage; this reeks of ski area propaganda.

When it comes to comparing the preferred options, neither is a clear winner. While the gondola has a higher upfront cost and will be an eyesore, it has the best capacity to expand if (when) demand exceeds the levels modeled here. Widening the canyon road to provide a peak shoulder lane has a much higher on-the-ground impact (environmental and recreational), but it has lower upfront costs and even could be phased-in in a way that is impossible with the gondola. And while both alternatives are being considered only to directly serve the ski resorts, there is some indirect value to dispersed canyon use as the resort traffic is transitioned out of their personal automobiles.

COMMENT #: 13196
DATE: 9/3/21 10:19 PM
SOURCE: Website
NAME: Rich Mrazik

COMMENT:

The environmental and viewshed impacts of the proposed gondola substantially outweigh any transportation benefit offered by the gondola. The size and number of the towers, and the visual impact and of the towers, cables, and cars, will substantially and negatively affect the viewshed in LCC. Moreover, as proposed, the gondola will not stop at White Pine trailhead--which is a major access point for use of public land in all seasons--and will require a transfer (or at least a stop) at Snowbird, which poses a disincentive to users wishing to reach Alta or otherwise access upper LCC.

Improved and increased bus access--meaning better, more comfortable buses, with better storage for recreational gear, and more of them operating more often--offers a far superior transportation solution without the visual and environmental impacts of a ten-mile-long gondola system. And a bus system is flexible and scalable--more buses and more routes during times of peak demand, and the potential for express routes and pick-up points throughout the valley--all of which make improved and expanded bus service a more sustainable and responsive solution as compared to a fixed gondola system.

And improved and expanded bus service can be phased in over time. More buses running more routes can be implemented immediately. Moreover, snowsheds can--and should--be built immediately to reduce the avalanche index for all motorists while the need for road widening is studied.

COMMENT #: 13197
DATE: 9/3/21 10:23 PM
SOURCE: Website
NAME: David Coyne

COMMENT:

This is a comment not intended to lash out at any one party.

I oppose both the gondola and the widening of Little Cottonwood Canyons roads. As an avid winter recreationist in Utah for the past 12 years, I understand the issue of transportation up and down the canyons, especially on wintery weekends. I do believe there are other alternatives that require less infrastructure, less money, and are less detrimental to the environment and character of Little Cottonwood Canyon. I understand either the gondola or road widening will require time to initiate, as well as require time to build, resulting in no change for the canyon user in the next 3-5 years. I believe that small simple solutions such as legalizing hitchhiking (like ID/WY did on Teton Pass), restricting all single-occupancy vehicles on weekends and holidays, building out smaller transportation hubs where single drivers could pick up said hitchhiker, as well as working with the resorts, hotels, and guide services to reduce canyon congestion by providing free use of UTA for their employees and clients. We all know it would be helpful to expand the bus services. As an individual, I am unlikely to ride a bus as it becomes inconvenient compared to driving a passenger vehicle, but as a guide with clients, I can use the time on the UTA bus to begin a morning meeting, or getting to know my clients, etc. I think it is unfortunate that there has been little investment in making small and meaningful improvements to the canyons and only large-scaled projects are being considered. All of these large-scale projects (gondola, train, Autobahn highway) will only attract more people to the already overcrowded Central Wasatch. Yes, I am a transplant from another state, but I came here for the quiet solace that the canyons can provide, not the Disneyland attractions that they could become. Please take small steps and let's rally the organizations involved as well as the outspoken community to do the right thing to save our canyons. Thank you for your time and consideration. You all have a lot on your plate and I appreciate the work being done to solve problems. I am here to help anyway I can.

COMMENT #: 13198
DATE: 9/3/21 10:24 PM
SOURCE: Website
NAME: Peter Cannon

COMMENT:

I am a resident of Sandy and I REALLY want the gondola! This past year i bought a season pass to park city ski resort because going up little cottonwood canyon is unreliable traffic/parking/ weather wise but also can be dangerous even in good weather. As for buses, I've never used them and am not interested in ever trying to. I'd love to use the gondola all year round! Build it please!

COMMENT #: 13199
DATE: 9/3/21 10:24 PM
SOURCE: Website
NAME: Rebecca Zitnay

COMMENT:

I appreciate the opportunity to provide feedback for little cottonwood canyon plans. I live in salt lake city and recreate in the canyon for both summer and winter seasons. I use the bus when possible, especially on busy days during the winter season. It seems this EIS review really centers on the ski area traffic and seems to be focused on getting as many people up to the resorts as fast as possible. Is this really the goal? Or is it a project to serve the greater wasatch community through providing better access to the unique recreation opportunities so close to our city. It seems this review only focuses on the buses as a winter option but the gondola is advertised as an all-seasons option, this is an unfair comparison. It seems the buses would be easily scalable to accommodate summer users and serve alternative pick up/drop off sites, trailheads fill up early on a busy weekend.

COMMENT #: 13200
DATE: 9/3/21 10:30 PM
SOURCE: Website
NAME: Bridgid Cody

COMMENT:

I strongly disagree with the suggestions to alleviate traffic in LCC. It is expensive and will destroy the canyon as we know it. There are solutions like increasing bus capacity that are much better solutions and benefit all who use the canyon, not just ski resorts

COMMENT #: 13201
DATE: 9/3/21 10:30 PM
SOURCE: Website
NAME: Ky Cullimore

COMMENT:

I would love to see the Gondola ? go in it makes it's not congested many people around would come just for a ride the dumbest idea possible is a bus lane the doesn't do ■■■ makes it more conjested and more traffic

COMMENT #: 13202
DATE: 9/3/21 10:32 PM
SOURCE: Website
NAME: Andrew Truemper

COMMENT:

I thin the cost of the snow sheds is justified and a good idea, but I don't believe expanding 210 or constructing a gondola is appropriate. I fully support and hope UDOT implements a toll below Snowbird 1, I would happily pay this in support of operating and maintaining Utah roadways. Unfortunately, I feel that many Utah residents feel insulted by UDOT's proposals which from 1000 ft blatantly benefit private ski resorts with taxpayer dollars. I urge UDOT to take pause on this initiative to consider the needs of the greater community and not just those who wish to ski the resorts.

COMMENT #: 13203
DATE: 9/3/21 10:33 PM
SOURCE: Website
NAME: Jennifer Workman

COMMENT:

The combination of snow sheds, enhancing mobility hubs/bus routes, and tolling with single occupancy vehicle restrictions is the most cost effective, efficient, and most impactful way to improve the LCC congestion issues. The gondola is a waste of money, will turn one of the most beautiful canyons in the Wasatch into a "Disney Land," and will add so much time to the trip that it will not be used as intended. Additionally, with stops only at the resorts, the gondola does not provide an option for any backcountry access. The addition of a bus lane is too disruptive to the wildlife and natural habitat in LCC.

COMMENT #: 13204
DATE: 9/3/21 10:34 PM
SOURCE: Website
NAME: Ezri Staheli

COMMENT:

We need a new transportation system for the canyons, with that I completely agree! What I can't get on board with and what I don't agree with is the slightest are the two proposed solutions right now. A gondola is a service that will only serve the resorts and bottleneck the traffic somewhere else. A gondola will ruin the views that make Little Cottonwood Canyon what it IS and affect the other recreation that takes place there that is also a part of its identity. Widening the road will do the same. Our watershed and Wasatch are things we need to protect, and these solutions are only allowing for more harm to be done in the long run with increased, irresponsible usage. Putting a Zion Canyon shuttle system or a toll on the canyon are things I can get behind. Other transportation solutions exist, and if UDOT had the infrastructure to build, operate, and upkeep a new gondola, saying buses are not a solution because of the cost seems unfeasible to me (though I do understand I'm not completely aware of the upkeep of a bus). Please explore these other options that don't change our canyon! Other solutions will be more beneficial - we need a long term solution that protects our canyons, not one that will increase its usage now, and leave us to deal with this same problem 10 years down the line.

Thank you!!!

COMMENT #: 13205
DATE: 9/3/21 10:34 PM
SOURCE: Website
NAME: Robert Candland

COMMENT:

As a 4th generation Utahn and as someone that has skied, climbed and hiked in Little Cottonwood canyon for over 43 years I oppose both the gondola and bus-only lanes. Why should UDOT and taxpayers fund something that will only benefit privately owned companies that lease public land to make profit. If anything, the ski resorts should be ones footing the bill for improved access to their exclusionary resorts. Limit cars in the canyon on busy days summer and winter, impose a fee for driving your vehicle in the canyon summer and winter (and by imposing a fee, graffiti would be less of a problem) and funds collected could go to cleaning up the canyon.

COMMENT #: 13206
DATE: 9/3/21 10:34 PM
SOURCE: Website
NAME: Eric Belanger

COMMENT:

We need to take a step back from these two options and explore other avenues. A fee booth, tech application something less expensive as a start.

COMMENT #: 13207
DATE: 9/3/21 10:35 PM
SOURCE: Website
NAME: Christopher Workman

COMMENT:

The combination of snow sheds, enhancing mobility hubs/bus routes, and tolling with single occupancy vehicle restrictions is the most cost effective, efficient, and most impactful way to improve the LCC congestion issues. The gondola is a waste of money, will turn one of the most beautiful canyons in the Wasatch into a "Disney Land," and will add so much time to the trip that it will not be used as intended. Additionally, with stops only at the resorts, the gondola does not provide an option for any backcountry access.

COMMENT #: 13208
DATE: 9/3/21 10:36 PM
SOURCE: Website
NAME: Lyle Beecher

COMMENT:

The Gondola is the most viable solution to the transportation problems up LCC for many reasons. To many people throughout the work Gondola are considered a beautiful amenity traversing a scenic canyon. This has been proven in many other states and countries throughout the US and world. Widening the canyon road makes very little sense for many reasons. It is once again more rubber on the road which has proven to be very ineffective for many reason. So the many times that there has been major failures with buses will only be expanded to more bus failures on the road. The Snow Sheds will not solve this problem either. Not to mention the horrible effect they will have on the natural experience of the canyon. Widening the road will add over 55 square acres of more asphalt up the canyon, the Gondola only adds 2 acres of modified surface. The retaining walls up the north side of expanded road would be a enormous in places over 30-40 feet (at mile marker 7) and miles of unsightly gunite walls similar to the not so pleasing walls in the Provo Canyon. The widening of the road would be the worse possible solution for the wild life and the beauty of the canyon.

The Gondola on the other hand would be "the most reliable" solution as stated by UDOT. It is a solution that offers another means of travel up the canyon than rubber on the road such as buses. But provides another means of travel that supports the Buses when they fail in snowy conditions. The Gondola will provide such an amazing NEW experience traveling up our wonderful Little Cottonwood Canyon. They have been proven in so many other mountainous conditions all over the world. I have experienced them in many countries and it is so memorable. It will be the same in LCC, even one of the most remarkable experiences in the world right here in Utah to match our other uniquely beautiful experiences throughout the state. The Gondola over time even proves to be the most economical solution also with the more cost effective yearly maintenance figures. The Gondola is a solution that truly looks to the future of our state in so many ways. Thanks for your hard work and consideration in this important matter.

COMMENT #: 13209
DATE: 9/3/21 10:36 PM
SOURCE: Website
NAME: Alan Leeds

COMMENT:

Option A for enhanced bus operations is in the best interest of all communities around the mouth of the canyons. I do not support gondola option B because of the visual and environment impacts to the canyon

COMMENT #: 13210
DATE: 9/3/21 10:37 PM
SOURCE: Website
NAME: Stacie Wing-Gaia

COMMENT:

I am writing to express my concerns regarding Draft EIS which has been proposed as a solution to our current issues with transportation in LCC. As a frequent visitor to the cottonwood canyons, I am opposed to both the gondola and the widening of the road for expanded bus service. The first will not solve many issues and will result in more and the second may alleviate some congestion but at a high cost.

In regards to the gondola, this will serve specifically Snowbird and Alta skiers. This will cost the taxpayer an excessive amount of money, yet only serve a specific population for a few months out of the year. The only beneficiaries are the ski resorts. The gondola will impact the viewshed, destroy world class climbing, and provide no solution to summer use congestion or backcountry winter trailheads. Further, there will still be avalanche closures and wind holds and what will happen if an evacuation needs to occur? After reading the report, there seem to be very few benefits for the gondola and these benefits serve only the ski resorts.

I do support expanded bus service, but suggest that smaller busses or shuttles make more sense . They are easier to navigate on canyon roads, are less cumbersome so are less likely to slow traffic, and people are more willing to ride in them. The ski resorts should provide shuttles similar to how hotels provide airport shuttles. Shuttles should also be considered for summer congestion. A shuttle system is in place in Albion Basin in the summer and has greatly reduced congestion in this area.

In summary, the gondola will benefit the ski resorts at taxpayer expense and not solve year round transportation issues. Shuttles should be considered over widening the road to support expanded busses.

Sincerely,
Stacie Wing-Gaia

COMMENT #: 13211
DATE: 9/3/21 10:37 PM
SOURCE: Website
NAME: Patrick Koch

COMMENT:

Please reconsider the destruction of local climbing areas for this project. Little cottonwood is a sought after climbing area that would be a shame to lose access to.

COMMENT #: 13212
DATE: 9/3/21 10:38 PM
SOURCE: Website
NAME: I Tangalos

COMMENT:

I disagree with the gondola solution. I feel the visual impacts to the canyon will be greater than the effectiveness of moving people in summer and winter. I think widening the road with dedicated bus lanes is the best option.

COMMENT #: 13213
DATE: 9/3/21 10:39 PM
SOURCE: Website
NAME: Aaron Masover

COMMENT:

Hello I enjoy skiing and hiking in Little Cottonwood Canyon, and I've reviewed the draft EIS. I think the gondola will be a good solution, especially in the winter on crowded days, and the La Caille base station seems like a good option. I like how it can transport people up the canyon even in conditions where the road is closed.

I wish that we could focus on improving transit to/from the base station. It would be amazing to take light rail to the base of the gondola, and then take that up to go skiing or hiking.

Speaking of hiking, it would also be amazing to have more stops mid-way up the canyon.

Overall I'm pretty happy with the gondola option, despite the hefty price tag. At first I thought a train would work best, but I didn't realize cog rail is so expensive. Gondola is clearly superior to cog rail, since it's not impacted as much by avalanche conditions.

COMMENT #: 13214
DATE: 9/3/21 10:39 PM
SOURCE: Website
NAME: Robert Jacobs

COMMENT:

UDOT seems intent on providing a solution to a problem which hasn't yet been adequately defined. The two preferred "alternatives" go way beyond more reasonable solutions which should be tried first with respect to cost and impact to LCC.

This whole process should be scrapped and reevaluated after studies have been completed to determine things like the carrying capacity of LCC, the carrying capacity of the canyon's ski resorts, resort parking capacity, other canyon uses such as hiking, biking, climbing, picnicking etc.

But, that being said, under no circumstances should the Gondola option be selected. This option requires an all in commitment on day one and has no mechanism to be rethought.

Who knows what effects tolling, will have on getting skiers out of their cars - and that is the real question - how are we going to get skiers out of their cars. Solitude's \$20 parking charge seemingly had very little effect. Who is going to drive to the mouth of LCC and decide to park in a 1500 car garage (for a fee?), carry their gear into the station, spending 45 minutes to ride a Gondola up the canyon (another fee?)?

In addition the Gondola offers no option for addressing the needs of users of LCC other than skiers. Over time, other recreational use of the canyon may supersede skiing. Trailhead access for hikers and picnickers may be needed to address limited parking for these activities. Climbers and who knows what other activities in LCC may require access beyond just Snowbird and Alta.

Buses can address these kind of opportunities. In addition busses can be incorporated incrementally as things are rethought as a result of different trials and accommodations. Buses also allow for new technologies to be incorporated when appropriate. Who knows what new and improved transportation alternatives will appear in the future.

As our handling of climate change unfolds, there may be significantly less urgency to address skier traffic, who knows? Why spend \$1,000,000 on a useless relic - anyone remember the west desert pumps? Yes, I did say \$1,000,000 - do you doubt it. It wasn't even possible to predict the cost of a new house in Utah a year ago. Do you really believe \$500,000 is adequate to build a Gondola up LCC.

In addition the whole "Gondola at La Caille" proposal has the stench of cronyism. Coming in at the last second to avoid most of the formal review process, proposed by a couple of ex-public officials, who just happen to have access to the land required for their proposal, big money backing a flashy PR campaign, backdoor meetings with government officials and financial brokers, and the use of patently false and misleading statistics (the gondola will remove 1000 cars per hour from state route 210 - really!).

If it had been Snowbird proposing to build a gondola from the resort to La Caille, it would have been widely condemned - even if Snowbird was paying. But UDOT proposing the same absurd idea with TAPAYER FUNDING is somehow OK.

COMMENT #: 13215
DATE: 9/3/21 10:40 PM
SOURCE: Website
NAME: Steve Van Maren

COMMENT:

While I dislike the premise of this exercise, I believe I know enough to provide some comments. Sandy Resident [REDACTED]

The enhanced bus would move the people, if the road stays open. But it is likely to close at some point. In the meantime, road widening construction will impact the water quality, as will increased bus emissions, and tire shedding on the road.

The Gondola would provide an independent route of ingress and egress, especially critical when the road is closed. But I agree with the critics, it will have a great visual impact in the canyon. In all cases, and until the funding can be arranged for even some bus expansion, it is important to keep the autos away from the mouth of the canyon. Busses should load, not at a parking structure at the mouth of the canyon, but at TRAX and other facilities, such as 9400 So Highland Drive. The further away the busses load, the fewer vehicles on the streets of Sandy and Cottonwood Heights. And that is true if the gondola gets built too. Of course, there has to be other motivation for not taking a car up the canyon - tolling, parking expense, transit time, etc. Just shut down auto traffic when the conditions are good, and allow the busses up/down, at least for the first couple of hours.

But I return to the rail option. It is independent of the road, and has similar features of the gondola, with the increased advantages: being able to stop at points along the route, unlike to gondola; would not have the same visual impact of the gondola; is more extensible into the valley than the gondola (TRAX from airport to Snowbird, and Alta); and, the extension could happen over time after the canyon is in operation.

But we are faced with the big unknown -- will the canyons still have snow in 2050? How many powder days will there be each year? The forest will be there until it burns down, but will the ski resorts operate with a 2 month season? Will they shift operations to mountain resort features without snow?

A drive through the mountains of Colorado a few years ago I noted how differently they have developed from Utah. I appreciate the wilderness designation around us here but believe the road in LCC should be extended over to BCC, even if with today's conditions it will not be open in the winter.

Now, regarding the parking garages. I like the methods of Salt Lake Mayor Wilson. Mini hubs, with frequent bus service, especially in the prime travel time. Putting large parking garages near the canyon mouths will just bring cars there. The motivation needs to be to ride the bus to the rail. The terminus design for the Gondola would also work for the rail option. And I like the alignment south of the creek. Parking in the canyon for trails should be expanded only after the visitor use study has addressed the impact, or guided user limits.

COMMENT #: 13216
DATE: 9/3/21 10:40 PM
SOURCE: Website
NAME: Mike Marker

COMMENT:

Opposed to the Gondola because:

1. UDOT assumptions about growth are flawed and don't support a massive expenditure on infrastructure that is all or nothing () no flexibility.)

a. Utah population will continue to grow and that these canyons can and must be able to accommodate all increased demand. This is a questionable assumption with significant undesirable outcomes. There have been no studies that assess impact of increased use in LCC. The National Park Svc recognizes that large numbers of people do indeed impact experience and flora/fauna.

b. Ski days will continue to increase. Data from National Ski Assoc & Park City Foundation says otherwise.

COMMENT #: 13217
DATE: 9/3/21 10:40 PM
SOURCE: Website
NAME: Kevin Cantwell

COMMENT:

There is no reason to build a gondola or expand the road when current infrastructure has not been optimized. Make the necessary investment in enhanced bus service and then learn what the needs actually are. It is irresponsible to go straight to a project of upwards of \$1B when resources are not currently optimized. Be responsible, and please develop the canyon in a respectful way. It seems like the loudest voices about the gondola are also the individuals that stand to make the most money on it. Please stop the corruption.

COMMENT #: 13218
DATE: 9/3/21 10:41 PM
SOURCE: Website
NAME: Thomas O'Meara III

COMMENT:

My preference is the gondola.

COMMENT #: 13219
DATE: 9/3/21 10:41 PM
SOURCE: Website
NAME: Sam Marjerison

COMMENT:

The Wasatch has been such a special and important place in my life. A place where I am able to find solitude, push my limits and explore new areas. A gondola would forever alter the LCC that I have come to love. Backcountry skiing, rock climbing and even walking along the canyon would be different. I ask you, prioritize the Wasatch and the beauty it holds instead of money hungry ski resorts. There is no second chance. LCC Forever <3.

COMMENT #: 13220
DATE: 9/3/21 10:42 PM
SOURCE: Website
NAME: Colin Apple

COMMENT:

My main concern is with the widening of Wasatch Boulevard. I do not think widening Wasatch to five lanes is going to help any of the problems. Widening the road to that extent will just put more cars backed up at the bottom of the canyon, regardless if we improve buses or add the tram. I would like to see a dedicated bus lane and a widened recreation lane. The bus lane could be for southbound buses in the morning and northbound buses in the afternoons on the several days a year we have traffic issues due to a closed canyon. Wasatch should never be turned into a highway. People live in Cottonwood Heights and the road is a gateway to some of Utah's greatest assets. A road of this size would devastate the community.

2) Vehicles entering LCC in the winter to have to get inspected and pay for a canyon pass/sticker (similar to the voluntary pilot program) punishable by large penalty or jail time.

COMMENT #: 13221
DATE: 9/3/21 10:43 PM
SOURCE: Website
NAME: Kathleen Werling

COMMENT:

I am not in favor of a gondola.

COMMENT #: 13222
DATE: 9/3/21 10:43 PM
SOURCE: Website
NAME: Mike Marker

COMMENT:

No to Gondola:

The system as designed will fail based on human behavior

a)3. Schlepping ski equipment between and thru multiple transit modes will become a negative very fast.

b.5. Enhanced busing is clearly faster, equivalent of two ski runs/day. After the gondola novelty wears off skiers will opt to stay in faster private vehicles on non-powder and anticipated non-congestion days.

COMMENT #: 13223
DATE: 9/3/21 10:44 PM
SOURCE: Website
NAME: Tucker Good

COMMENT:

Just because you can doesn't mean you should.

Please please please halt this project now. Several other tools are available that could provide traffic relief in LCC without continuing development in some of the earth's most beautiful landscapes.

It's blatantly obvious that this plan caters to two private businesses who will likely continue to expand given more attendance. Neither gondola or bus lane options consider the folks using LCC for any other purpose other than resort skiing. Build bigger roads, a tourist attraction ride up the canyon, fly in more people, build better resorts, more pollution, more damage, fires, less water, money, lots of money. And then in 30 years, we won't have snow for a ski season anymore due to climate change; so what is it all for.

Stop building, and enjoy what we have left of Earth's natural beauty. It has been a year of fires, flooding, insane weather, and unnatural events at increasing frequencies, yet we continue on. Plow the trees, move the people, pour the cement, worship the dollar.

So you've made it this far with planning, funding, and everything else but you really need to do Earth a solid and hit the brakes for a second. Just because you can doesn't mean you should. Toll me for not carpooling, build a better bus system, encourage ridesharing, provide lockers, but don't permanently scar up our home.

I wish you honest and insightful thought and conversation on the matter.
Tucker Good.

COMMENT #: 13224
DATE: 9/3/21 10:44 PM
SOURCE: Website
NAME: Joro Walker

COMMENT:

Some of the most significant shortcomings of the FEIS and the preferred alternatives is the failure of the project proponents to robustly address congestion in Big Cottonwood Canyon (BCC) and access for summer users and non-resort winter users.

As UDOT is aware, the traffic in BCC is close to or as problematic as the traffic in Little Cottonwood Canyon (LCC). Yet there is very little analysis of how the preferred alternatives will impact use in BCC. Addressing congestion in both canyons is particularly warranted because BCC users share parking, roads and buses with LCC users. Further, from a policy perspective, it is unwise to spend significant public resources on a fix for one canyon while ignoring the other, especially when the public will likely not have the appetite to follow a huge expenditure on LCC access with another for BCC.

According to the EIS Fact Sheet, the purpose of the project is to, inter alia, "reduce or eliminate roadside parking" and "[r]educe traffic conflicts and improve roadway safety at trailheads." Yet, the EIS outreach email states that

[n]one of the action alternative...would stop at the trailheads [because] [i]f the transit system has numerous stops, the time and efficiency of the service decreases[.] By improving overall mobility to the greatest number of users, other canyon users such as backcountry skiers and climbers would benefit from reduced traffic congestion.

Thus, all of the action alternatives fail to promote the project purposes to address roadside parking and congestion at trailheads. The alternatives require backcountry skiers, hikers, snowshoers, sledgers and climbers to continue to use their cars to access trailheads that will be just as congested and just as dangerous as they are now. These users will also be forced to use roadside parking, as existing parking is inadequate to accommodate all the users who want to park at these trailheads. Therefore, the proposed alternatives do nothing to resolve the significant problems users encounter during the entire year and instead abandon these users to an untenable situation that the EIS itself identified as needing resolution.

Of the alternative proposed, I support the enhanced bus alternative that does not include expansion of the capacity of the LCC road. A similar system "should be implemented in BCC at the same time. The enhanced bus system, which should run year round on weekends, should include some winter time non-express buses that stop at trailheads. Some buses should go directly to Alta, some directly to Snowbird, bypassing the other resort. As the outreach email indicates, numerous stops, including stops at the resort that rider does not wish to patronize, discourages ridership.

Further, the enhanced bus system that I support would increase buses and routes in the valley so that users did not have to drive to and transfer from various giant parking hubs. Rather, hubs and bus routes should enable users to take the bus from stops close to their homes and accommodations. Allowing to bus access to the canyons from homes and hotels throughout the valley will reduce congestion, air pollution, and give all canyon users, including summer, non-resort and low income users access to BCC and LCC.

The gondola alternative further fails to meet the purpose of the project because it is designed to transport about 900 people every hour up the canyon. Particularly given the cost of the project, the

gondola fails to provide a meaningful alternative that will keep enough cars off of the LCC road. Essentially, during the window of peak usage, only about 3,000 people will be able to use the gondola to get up the canyon, while 18,000 users will still need to access LCC using a vehicle. This cannot be called a solution to the congestion that plagues LCC.

The enhance bus alternative that includes expanding capacity in LCC is inappropriate as it has unnecessary and unacceptable impacts on the LCC ecosystem and viewshed. A truly enhanced bus system, like that described above, that does not threaten the LCC ecosystem will best meet the purpose of the project at a lower cost to the canyon, taxpayers and users.

COMMENT #: 13225
DATE: 9/3/21 10:44 PM
SOURCE: Website
NAME: Zubin Emsley

COMMENT:

I believe the gondola is the best solution. gondolas have been successful at ski areas around the world for many decades. The ski industry brings a significant amount of tourist money to the SLC area, thus justifying the application of a lot of tax dollars to this project.

COMMENT #: 13226
DATE: 9/3/21 10:45 PM
SOURCE: Website
NAME: Shannon Bailey

COMMENT:

To Whom it May Concern:

I truly believe the two options proposed - the gondola and the road widening- are not going to correct the inherent problem at hand here.

I'm a physical therapist who lives and works in Salt Lake City. In physical therapy school, we are taught to address and get at the ROOT of the problem that is causing pain or an injury to occur. You can address the symptoms, the pain- and "it" may go away for a little while, but the actual problem will rear itself once again. You have to address and treat the actual cause correctly to see long lasting results. Other things are simply a bandaid.

The two proposed solutions do not address the ROOT problem at stake. They simply address the volume of people problem. They theoretically help more people move up Little Cottonwood Canyon (...to get SOLELY to the resorts- but more on that later). Right now we are faced with traffic, the "red snake" - so it is tempting to consider ways to move a larger volume of people up and down the canyon using a different method of transport whether that be a gondola or an expanded road and bus service. However, transporting larger volumes of people will cause longer lift lines, more exasperated tourists, and still, hoards of people trying to exit the canyon at the popular 3-4pm resort closing time. It will also permanently alter the canyon's landscape, affect the watershed, and destroy other people's sources of recreation (ie. Climbers who enjoy the roadside classic boulders). What these proposed solutions do are simply give more access to ski resorts, which translates to the resorts as: more money, more profits.... and all at the expense of taxpayers and the quality of peoples' experiences. Considering these alternatives will only run in winter and will only stop at Alta and Snowbird, these solutions seem to clearly serve these two entities the most. And yes, I've seen emails from Snowbird urging it's subscribers to voice a "yes" on the Gondola- with little to no context offered for people who glimpse through these emails. It's enraging, because it's not that simple. But it's simple for them, because more people = more money. Economics 101.

Circling back, what these proposed solutions do not do, is address the root problem at hand. Which is that LCC, and the resorts for that matter, have a finite capacity. LCC is a natural landscape that can only accommodate so many people on any given day. This proposal is not sustainable long term. More people up the canyon = more impact on the landscape and resources available, period. What needs to happen, is almost the opposite, which feels almost unfortunate to say (but is true). There should be a daily limit on the number of private vehicles allowed in the canyon in the winter, as well as instating tolling. With that being said, we don't want to totally limit people from enjoying LCC. So, we must strongly incentivize carpooling and existing transit. Tolling is a good option because it can provide a way to incentivize traveling at off-peak times, as well as traveling with a group, thereby decreasing the number of cars that "need" to be going up and down the canyon but also keeping the number of paying patrons the same for the resorts. There are so many options for tolling, and it could be instated during peak hours, or during winter season as a whole, and depending on the number of people in each car, the toll may vary. Profits from tolling could be used for LCC preservation, road maintenance, and purchasing green energy credits to offset carbon emissions from vehicles. More ski busses should run on the existing road, and the existing park and ride stations may very well need to be expanded. We need to think about the inherent problem at hand here, which is that LCC is a finite space, and it was not put there for Alta and Snowbird to make exorbitant profits. We need to think about the root of the problem (too many people in a finite space), and not a symptom of the problem (too much traffic to get

to and from resorts in winter). We need to think about preserving LCC for generations to come, not figuring out how to shuttle hundreds of thousands of people up and down a canyon that has existed long before us and hopefully, if we do this right, long after us.

I have read through a number of my friends statements on this issue that have more eloquently dictated the costs and potential impacts of alternatives to the gondola/road widening and expanded bus service. I stand with consideration of these alternative solutions, and strongly disagree with the widening of the road or construction of a gondola. We need to explore less impactful, permanently altering concepts before moving forward.

Alta and Snowbird are going to throw so much money and media at this issue, and it upsets me because all that we have, as a people, are our voices and this opportunity to go public with them. I strongly urge you all to consider our voices to be just as valuable as any amount of money from the resorts.

Respectfully,
Shannon Bailey
Resident of Salt Lake City and go-er of LCC

COMMENT #: 13227
DATE: 9/3/21 10:46 PM
SOURCE: Website
NAME: Bill Clayton

COMMENT:

I'm giving preference to the Enhanced Bus Service in PPSL Alternative, though I recognize pros and cons of both of UDOT's two preferred alternatives. Here is the list of the positive and negative points of each, in my assessment:

La Caille Gondola positive points:

Provides emergency egress and emergency supply capability to the resorts in the event of a prolonged highway closure.
Provides spectacular views to passengers.

La Caille Gondola negative points:

Not scalable. Limited to 1,000 persons per hour, forever.
Detrimental visual impact to the canyon.
Cannot stop at trailheads in the summer.
Does not improve the usability of the highway for bicyclists and pedestrians.
Less flexibility than bus options.
Will likely act as a magnet for new commercial development near the La Caille base station, fundamentally altering the bucolic look and feel of the neighborhood.

Enhanced Bus Service in PPSL positive points:

Scalable to adjust to changing needs.
Summer bus service could be added with stops at trailheads.
Less visual impact than gondola.
More flexible. Could implement express bus service direct from select locations such as University of Utah, for example.
PPSLs provide safe lanes for bicyclists and pedestrians when not in use by buses. Big improvement over the status quo in this regard.
Unlikely to act as a magnet for new commercial development at the mouth of Little Cottonwood Canyon.
Leaves the door open for a future high-capacity high-speed gondola interconnect system from the Wasatch Back to the resorts in Big and Little Cottonwood. Such a backside option could provide emergency egress/supply and could direct a lot of out-of-town traffic up Parley's Canyon, using the Wasatch Back as a central hub for 6 resorts and reducing traffic up the Cottonwood Canyons.

Enhanced Bus Service in PPSL negative points:

Does not provide an emergency egress/supply option.

Comment on Avalanche Sheds:

I prefer the option with highway re-alignment and no berms.

COMMENT #: 13228
DATE: 9/3/21 10:46 PM
SOURCE: Website
NAME: Mike Marker

COMMENT:

No to Gondola:

1. The true operating expenses of busing and ticket prices are experienced and known in Utah, gondola not so. People are being asked to make a decision w/o being told what the cost of riding the gondola will be.
2. 6. Enhanced Busing is the more scalable and flexible of the 2 options. Buses can be added/subtracted from the fleet, schedules can be changed, routing modified to include combinations of express and local runs.

COMMENT #: 13229
DATE: 9/3/21 10:46 PM
SOURCE: Website
NAME: Shawn Marquardt

COMMENT:

The gondola is the only clear choice which checks all of the eis boxes and much more: scalable capacity, enjoyable ride, easy access. The gondola puts utah on the map worldwide as the place for mixing urban convenience with outdoor pursuits. My strong recommendation is for gondola!!!

COMMENT #: 13230
DATE: 9/3/21 10:47 PM
SOURCE: Website
NAME: Michael Beck

COMMENT:

Neither of the proposed alternatives are good for the users of the canyon, both short term and long term, and do not make sense as transportation solutions for the cottonwood canyons in general. First, according to UDOTs own study, congestion is only a problem 20-30 days a year, and only for several hours on each of those days. This does not merit \$500 million + dollars in taxpayer money simply to serve Alta and Snowbird, or justify forever changing the landscape in one of the most beautiful canyons right on our doorstep. It is likely both the Gondola and expanded bus lanes would go unused roughly 10-11 months out of the year! In addition, both proposed alternatives are non-sensical in that ultimately similar traffic problems exist in neighboring Big Cottonwood, and thus Solitude and Brighton are left in the cold. Ultimately I am assuming the goal of UDOT would be to solve the congestion problems in both canyons for the ski season, and that goal would be met by instituting a simple expanded bus service, tolling, mandatory employee bussing, a good bus hub or several hubs, or some combination thereof. This alternative or alternatives are also the cheapest and easiest to initiate, and do not forever alter the landscape in one of the most beautiful canyons on earth.

Secondly, as a climber who has climbed all over that Canyon since the 1980s, hiked to every corner of the canyon, and seen others hiking, birding, biking, picknicking, painting, gathering mushrooms, camping, trail running, exploring the historical remnants of the LDS church quarry, and participating in other various activities in different corners of the canyon, neither of the plans accommodates any other recreation or areas in the canyon other than the ski resorts. This is ludicrous. These alternatives are simply not solutions that have taken into account any other areas of recreating or other uses of the canyon other than the resorts, or serve anyone other than those using the resorts. With respect to the climbing in the canyon, I personally know thousands of climbers who have moved to Salt Lake to be close to the boulders and cliffs surrounding the city, and Little Cottonwood is the gem of the area. These boulders and rocks are unique, and once gone can never be replaced. The rocks and cliffs are famous throughout the world, have deep historical significance, and are revered by thousands not only local, but international visitors who come to test themselves on the famous lines and sometimes establish some of their own. I have developed much of the bouldering in Little Cottonwood and have spent days and nights in the forest and up on the granite buttresses. The thought of what either of these alternatives will destroy in my beloved canyon sickens me. Both alternatives will destroy significant climbing resources and forever change the climbing landscape and alter the climbing history of the canyon.

To move forward with either of these alternatives without first trying an expanded bus service I believe would be an irresponsible, irrational and actionable decision that would certainly result in litigation, likely taking years to resolve before construction could even begin. Then there is likely years of construction ahead. An expanded bus service with other alternatives could be implemented immediately and with considerably lower cost, disruption and damage to the canyon. Please abandon the proposed alternatives and consider the rational alternatives that include combinations of an expanded bus service, tolling, mandatory employee bussing, and other simple, cost effective solutions that not only will preserve the beauty of Little Cottonwood but will also provide alleviation for traffic in Big Cottonwood, thus better serving the goal of ultimately reducing traffic to all of the resorts during those busy 20-30 days a year.

Sincerely,
Mike Beck

COMMENT #: 13231
DATE: 9/3/21 10:47 PM
SOURCE: Website
NAME: Brian Hutchinson

COMMENT:

The Forest Service and the Utah Department of Transportation have not shown that they fully recognize and accept the gravity of decisions that impact the future of the Wasatch Canyons. Development of a cost-effective, safe, efficient, equitable and environmentally sound transportation system for Little Cottonwood Canyon, the rest of the Wasatch and the Salt Lake valley is a task that exceeds the qualifications and capacities of these two departments. Should these two agencies come to accept that responsibility they will soon realize the need to create a new project timeline that allows for a thorough capacity study and collaboration with a group of experts in a wide range of fields.

A system that only offers service to the two ski resorts falls well short of the needs of the general public. To design a \$billion transportation system that denies service to the 95% of valley residents who may prefer to visit non-resort canyon locations is highly controversial and calls into question the management priorities of these governmental agencies. (NOTE: Rather than include non-resort stops in the transportation system the Forest Service has said that they would require non-resort canyon users to petition for a special use permit for separate, private shuttle services.)

The Forest Service is currently pushing for roadway expansion in MCC, BCC and LCC to accommodate higher volumes of private automobile traffic at higher speed limits, which would further degrade the canyon experience as it increases the likelihood of collisions between cars and wildlife as well as humans. It will also increase the likelihood of roadside fires and wildfires. In light of all 18 national forests in California being closed due to wildfire, the Uinta-Wasatch-Cache National Forest Ranger may want to reconsider any plan that increases visitation to the already crowded Wasatch Canyons.

COMMENT #: 13232
DATE: 9/3/21 10:48 PM
SOURCE: Website
NAME: Mike Marker

COMMENT:

The presence of the Gondola will destroy the canyon experience from almost any vantage point in the canyon:

Concrete and steel gondola towers will be dominate sight lines from most any part of the canyon, more intolerable than a widened road which would not always be visible. The visual presence of such towers alone would negatively impact the experience of all other users. Two of the towers will exist with heights of 262' & 237' respectively. FCC and FAA require towers in excess of 200' to be lighted (flashing lights).

COMMENT #: 13233
DATE: 9/3/21 10:51 PM
SOURCE: Website
NAME: Lucy Ahrens

COMMENT:

UDOT LCC EIS Comment:

As someone who was born and raised in the Town of Alta and has grown up in the surrounding areas of Snowbird Mountain Resort and Little Cottonwood Canyon, I can wholeheartedly say that I am against the proposed gondola option related to in the UDOT LCC EIS Draft. I feel this is the most pertinent issue that can be addressed right now and must be fully opposed before we can truly move forward with other more practical, functional, and economical options. At the tip of this iceberg sits the issue of traffic congestion in Little Cottonwood Canyon. What use to be an endearing, if slightly, notorious term to describe traffic in the canyon, the “red snake” has quickly evolved over the last few years into a monster that is to be endured and expected, seemingly on any given day of the week.

From what I have gathered, the proposed 200 ft tower gondola option has not proven that it would be a viable, easy, or immediate option to fixing the “red snake” traffic congestion problem. It seems that it would instead serve to benefit the private companies located at the top of Little Cottonwood Canyon. The baseline at this moment in time is that the proposed gondola option would be a highly invasive and incredibly expensive option that, while not actually fixing the problem at hand, would also leave us to continue enduring the ever-building traffic problem in the canyon.

There are other more simple and cost-effective options on the table, namely the concept of a tolling/fee station system. Placed right at the mouth of the canyon, a base station would serve as a place where a daily fee, based on peak hours/days, would be charged to gain vehicle access to the Little Cottonwood Canyon road. This fee can be built into a pre-purchased ticket, season passes, employee benefits, etc. This would also be an optimal place to regulate the flow of traction law-approved vehicles vs non-traction law vehicles. A great place to start the implementation of the UDOT pilot sticker program that has taken place over the past couple of years. This would then be supported by a shuttle-like bus system such as those that can be found in national parks across the country. Widening the roads in specific areas in addition to the creation of a parking structure at the mouth of the canyon would also need to be addressed to ensure this suggestion is fully operational.

There are only a few true treasures left in the world that have not been spoiled by over-love and over-discovery. We are on the verge of ensuring that one of these places does not fall victim to the ugly, strong arm of private corporate companies and back door deals that benefit far richer people than your average nature lover. Please, I implore UDOT to understand the importance of this moment and opposes the proposed gondola option in the UDOT LCC EIS draft.

Thank you for your time and consideration.

COMMENT #: 13234
DATE: 9/3/21 10:53 PM
SOURCE: Website
NAME: Ariane Green

COMMENT:

A much better plan would be to follow Zion NP's system of shuttle buses running up and down the canyon and not allow cars to the ski resorts in the winter. Save the amazing natural resource that is present in LCC.

COMMENT #: 13235
DATE: 9/3/21 10:53 PM
SOURCE: Website
NAME: Nazz Kurth

COMMENT:

Little Cottonwood Canyon is an amazing resource that we should preserve for future generations to enjoy. Putting a gondola up the canyon would be a visual blight, negatively impact wildlife, and ruin the experience of climbing and skiing in the canyon. Adding an additional lane would also destroy precious natural resources. We should follow the model of Zion national park and have buses running up and down and increase parking at the base of the canyon.

COMMENT #: 13236
DATE: 9/3/21 10:53 PM
SOURCE: Website
NAME: Jeff Nilsen

COMMENT:

I am 100% behind the gondola option.

COMMENT #: 13237
DATE: 9/3/21 10:55 PM
SOURCE: Website
NAME: Leah Pelz

COMMENT:

The gondola would only serve resorts and their patrons at the expense of a ruining a healthy watershed, destroying classic climbing routes, and marring the natural beauty of LCC.

COMMENT #: 13238
DATE: 9/3/21 10:55 PM
SOURCE: Website
NAME: Arup Prasanna

COMMENT:

Leave it as it is..., "the ages have been at work on it, and man can only mar it" -- Teddy Roosevelt

COMMENT #: 13239
DATE: 9/3/21 10:56 PM
SOURCE: Website
NAME: Mike Marker

COMMENT:

The Gondola logistics do not make sense:

1. UDOT is citing the per/hour lift capability of the gondola but admits that a critical modeling of car transit to the 3 parking lots, bus transit to loading station with all the combined vehicle/bus loading/unloading activity including necessary foot traffic has not been done. The total elapsed time estimates are not credible. Lines are inevitable.
2. Gondola proponents argue this is a “world class solution.” On busy days Alta has 6500 skiers, Snowbird 7500. Gondola capacity is 1000/hour. Most ski traffic is in 2-3 hour window. Gondola will have long lines until people quickly realize it is not a good choice. It is not a mass transit solution - is a tourist attraction. As a result it will sit largely unused unless the road is totally shut down and then there will be log lines in the parking garages and at the loading station
3. The less-than-fully-used gondola will become an icon for the Utah ski industry, part of a sexy Ski Utah brochure profiting private businesses and paid for largely by Utah taxpayers the large majority of which do not ski.

COMMENT #: 13240
DATE: 9/3/21 10:56 PM
SOURCE: Website
NAME: Kyle Rasmussen

COMMENT:

I am all for enhanced public transit. Public transit can be increased during busy seasons and hours and benefits everyone involved. An added flex lane increases traffic flow. Added parking at the bottom of the canyon increases access for the resorts without forcing the resorts to spend their own well earned money on parking garages.

The closures due to avalanche are a major concern and creating the tunnel/avalanche canopy over the road in the most affected areas allows traffic to not back up during avalanche mitigation. If built well, it also provides a safe way for wildlife to safely cross the busy highway up the canyon. The canyon is getting busier and busier and the gondola only benefits resort traffic in the wintertime and would likely be too cost prohibitive to run for the few people who would consider utilizing it in the summer so it would sit, collecting dust and sun rot and deteriorating. It also is a terrible eye sore that does nothing to beautify the canyon like covering/hiding sections of the road with snow/avalanche bridges that are purpose built but could also be made to blend nature and commerce. And make the highway even less of an eyesore. Access to trailheads up and down the canyon needs to be preserved and the gondola doesn't maintain efficiency if large distribution hubs have to be built at multiple locations up and down the canyon.

Improve the road design, and improve canyon bottom parking for both canyons, and improve bus provision and safety and stage it so it is cost effective and manageable and happy constituents will follow.

COMMENT #: 13241
DATE: 9/3/21 10:56 PM
SOURCE: Website
NAME: Joyce Baron

COMMENT:

I feel that it is important to do one of the transportation options to reduce the traffic and congestion in the canyon. Just having a toll or huge traffic jams to reduce the crowds is NOT acceptable. Choose either the gondola or widen the road for bus lanes.

COMMENT #: 13242
DATE: 9/3/21 10:58 PM
SOURCE: Website
NAME: Gustav Grenmyr

COMMENT:

Hi,

Thank you for your work. Below a few items that might contribute reaching the purpose and needs.

1. When needed (peak demand etc.), mandate people (that are able to) to use public/mass transportation to areas in the canyon served by public transportation.
2. "3 peak snowflake tires" or similar for all vehicles when applicable (the current traction law could be strengthen) to possibly reduce slid-offs etc.
3. When needed (peak demand etc.), for parking areas in the canyon served by public transportation only allowing High-Occupancy Vehicle (HOV) parking (for people that are able to)
4. Off-ramps/Overpasses or similar in applicable intersections; e.g. for travelers driving down the canyon on S.R 210 (from the ski-resorts or elsewhere) when turning onto S.R 209
5. New or improved on-ramps in applicable intersections (e.g. when going up the canyon on SR. 209 and entering S.R. 210)

Thanks,

COMMENT #: 13243
DATE: 9/3/21 10:58 PM
SOURCE: Website
NAME: Clark Baron

COMMENT:

I believe that it is important to select one of your plans rather than install a toll booth and discourage people from using the canyon. The gondola plan sounds very good and could become a destination but the bus lanes could also work. We will support either plan! Thanks!

COMMENT #: 13244
DATE: 9/3/21 11:00 PM
SOURCE: Website
NAME: Mike Marker

COMMENT:

Bus provides a more flexible option:

1. Current complaints with bus service (crowded, uncomfortable, slow) can be solved with better bus design, more frequent schedule (planned), unrestricted lane (planned) and better management. If UTA is not up to the challenge then look to a different bus operator.
2. Enhanced busing solution should be phased in: schedule modifications tried, private cars prohibited during specified times, avalanche sheds built, different bus models experimented with, better enforcement of chains & 4 wheel drive vehicles, car tolling models tried, increased numbers of/better placement of mobility hubs/ garages along I-15 (minimize private car surface street transit and distributing potential pre/post ski business). All should be done before considering any road widening. The Gondola is an "all in or nothing" proposition.
3. Bus loading stations can be moved to numerous places in Valley and location north and south to get people out of their cars, off surface streets sooner.

COMMENT #: 13245
DATE: 9/3/21 11:02 PM
SOURCE: Website
NAME: Todd Trettin

COMMENT:

Please vote for the gondola system in LCC

COMMENT #: 13246
DATE: 9/3/21 11:02 PM
SOURCE: Website
NAME: Brian Kissmer

COMMENT:

Hi all. My name is Brian Kissmer. I am a doctoral student studying ecology and computational genomics at Utah State University. I am here today to explain why the proposed gondola project will not effectively reduce traffic to the ski resorts, while providing a more economically and ecologically sustainable alternative.

According to the economic law of Induced Demand, after the supply of a commodity increases; here being access to local ski resorts, if there is still sufficient demand then more of that commodity will be consumed overall. In other words, the cars that are removed from the road by a gondola will simply be replaced by more cars because demand to get into the canyon is sufficiently high that more people will capitalize on the increased capacity. The draft EIS does not account for the increase in demand to drive up the canyon after the perceived increase in roadway capacity following construction of the gondola. Providing that a similar lack of traction enforcement is in place after the gondola's installment, traffic will likely return to its original levels due to congestion and ill-prepared drivers. The only people who will enjoy the benefit of the gondola are wealthier clients, typically out-of-state tourists, rather than the average Utahn.

My proposed alternative is similar to the method used by Zion national park, which sees over 6 million visitors per year. I am suggesting the construction of a parking garage at the gravel lot, with an all-electric bus fleet shuttling skiers to the ski resorts without the option of driving up themselves during peak hours.

The Proterra Catalyst E2, an all-electric transit bus, has been shown to outcompete both diesel and EV competitors for various metrics including maximum hill grade, climb speed, and maintenance cost. The bus can maintain a speed of 40 mph on a 10% uphill grade, utilizes regenerative downhill braking, and maintains excellent energy efficiency. This specific model set the world record for the longest electric bus drive on a single charge at 1,101.2 miles and has a recharge rate of approximately six hours. While the \$750,000 cost of a single bus is higher than that of a diesel bus (~\$500,000), maintenance costs of the Proterra are on average 30% cheaper than the maintenance costs of a diesel bus. The average lifetime maintenance cost of an electric bus is \$.60/ a mile, versus \$.85/mile for an average diesel bus.

The cost of 30 Proterra Catalyst E2 buses totals to about \$22.5M. The additional charging ports will cost up to \$50,000 each with a total cost of \$1.5M. Total operation and maintenance costs for 30 buses over a lifespan of 250,000 miles (12 years) is approximately \$4.5M.

Closing the road to private vehicles during peak hours will remove the apparent necessity to increase the number of lanes within the canyon, cutting down on renovation costs. It will also prevent a handful of ill-prepared drivers from slowing down the entire train of commuters in the event of inclement weather. The combined efforts of our current bus fleet and the additional electric buses would sufficiently cover the amount of commuters to the resorts, and the reduction of traffic congestion would increase the turnaround rate for buses as they return to the parking area to pick up more passengers.

Finally, if the gravel lot does not provide enough parking for the drivers that would normally drive themselves during peak hours, high estimates for the construction of a parking garage give a cost of about \$28,000 per space, or \$14.2M for a garage with 500 parking spaces. Building a parking garage will reduce the amount of square footage required to house the cars for passengers and will remove the necessity for development within the canyon. Between the bus fleet and parking garage this liberal

estimate adds up to about \$42.7M, or 7.21% of the \$592M price tag of the proposed gondola system. If the bus fleet is completely replaced after 12 years the cost will total \$71.2M, or 11% of the gondola project. Furthermore, this project could be expanded if my estimates are too low to accommodate the amount of commuters without ever coming close to the price of the gondola project.

Overall, the proposed gondola is an overpriced, ineffective, and unsustainable project that will not provide a solution to the current issue of road congestion in Little Cottonwood Canyon. Here I have proposed a simpler, cheaper, and environmentally conscious solution. Knowing that there are better alternatives than what are currently proposed in the draft EIS, I would like to let proponents of the gondola understand that if they go through with this project, they will be forcing Utahns to foot the bill of a project that will not benefit them, and that will stain one of the most treasured wild spaces in the country. Thank you for your time.

***Additional note**

The EIS suggests that gondolas will carry 35 people and leave every two minutes from the station, transporting a total of 1050 riders per hour. The buses that are currently used have a capacity of about 50 people. To match the capacity of the gondola, the canyon would need to run about 21 buses per hour (~3 buses per minute). The construction of the gondola will cost approximately half a billion of taxpayer dollars. The average cost for a public transit bus is anywhere between \$500,000 and \$800,000 USD depending on the fuel used. Even if the state were to add 30 additional buses to its current fleet, the total cost with a liberal estimate would be about \$24,000,000, or ~5% the price of the gondola system. *Doesn't include maintenance or replacement costs but those are mentioned above*

Works Cited

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4. <https://insideevs.com/news/337499/watch-proterra-electric-bus-conquer-utahs-steepest-roads/>
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6. https://afdc.energy.gov/files/u/publication/financial_analysis_be_transit_buses.pdf
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8. <https://wginc.com/parking-outlook/>

COMMENT #: 13247
DATE: 9/3/21 11:03 PM
SOURCE: Website
NAME: Monika Dietz

COMMENT:

I support Jenny Wilson....tram is not the answer...we need to build snow sheds (hey , we know where the slide paths are!). rental car company, hey, put snow tires on!your fleet, utilize parking spaces already available/ empty on weekends/ business at base of canyons....schools?....YES on Toll (hey, it works in Millcreek and beyond).. .the Wasatch is such a small blueprint...we are no where near to the acre of the apls... the Gondola will be an eye sore/ not to mention it only stops at snowbird and alta...humm pumping more people up a "dead end canyon" (probably, employee mandate to use) because we do know , guests will not carry their luggage up this gondola"...UDOT please, NO TRAM...think about LIFE !! (moose to deer to pikas, we must preserve such a unique Small corner of the Rocky Mountain...WHEN ARE WE GOING TO ADMIT " LOVED TO DEATH"

COMMENT #: 13248
DATE: 9/3/21 11:03 PM
SOURCE: Website
NAME: Marissa Pappas

COMMENT:

What hubris are we made of to think building a gondola will improve upon the Creator's majestic perfection that is Little Cottonwood Canyon. The pre-existing road could be considered a necessary evil, yet it allows access to this pristine and divine wilderness. What a tragedy the addition of an unsightly gondola would be. What a disgrace it would be to future generations yet unborn. By working with the private sector to further develop parking structures at the bases of the canyons, and through the continuing innovation of electric vehicles, harnessing solar energy, we can expand our bus system and preserve the beauty that is this natural wonderland.

Albeit a gondola would provide visual access to those physically unable to access the trails by foot, that same beauty will forever be tarnished to the sight of any skier, any hiker, any visitor the moment they look across the canyon marred by wires and poles. We owe it to ourselves, to our Creator regardless of belief system, to preserve this perfection, as is... We can be better stewards of our lands making the current roads work, implementing and incentivizing more carpooling, and promoting the bus system. As a sixth-generation Utah pioneer, I do not want my local tax dollars going towards a ghastly contraption that lends itself to the feeling of a theme park instead of preserving the natural wilderness we are so blessed to be the temporal caretakers thereof.

COMMENT #: 13249
DATE: 9/3/21 11:07 PM
SOURCE: Website
NAME: Blane Bossung

COMMENT:

I would like to voice my support for the Enhanced Bus Service in Peak-Period Shoulder Lane. The bus system logistics are already mostly in place and they are very good for what they are. The biggest downside of the busses is access to parking. While I don't typically have the opportunity to ski weekends, it is abundantly clear that parking at transit hubs becomes an issue early, especially on peak weekend times. An expanded bus system has the potential to scale to meet necessary demand, by growing or shrinking as needed. Additionally, with the ambitious targets set by the current presidential administration, half of new cars sold in 2030 and beyond will be electric, which stands to reason that electric busses will be in higher demand within this decade. Park City Transit has already proven that an electric bus system is viable. Expanding the road will make the canyon more accessible and safer for pedestrians and cyclists, further expanding access for eco-friendly usage.

Thank you for taking the time to read my thoughts.

COMMENT #: 13250
DATE: 9/3/21 11:08 PM
SOURCE: Website
NAME: Mark Edlund

COMMENT:

According to the UDOT Little Cottonwood Canyon EIS, "Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains." UDOT's preferred options do neither of those things. What they do is forever alter and further commercialize a unique urban forest canyon, a priceless resource benefiting a broad community living along the Wasatch Front. The "needs of the community" and the "values of the Wasatch" fall far behind UDOT's and the state's real desire to get as many people up LCC as possible, all to benefit two private businesses for roughly 30 days a year. The problem demands more creative, and less costly, thinking than "build more road," or "build a carnival ride through a national forest."

UDOT's decision making on this issue has been flawed from the start because it sought to solve a unique problem with a standard answer. LCC experiences severe traffic problems less than 10 percent of the year, primarily during winter weekends, holidays and occasional powder days. The congestion occurs because too many private vehicles enter the canyon during peak periods through a narrow-morning time window. The problem is exacerbated when snowfall requires avalanche control work. UDOT has made no effort to solve this problem using immediately available options at a lower cost to ALL members of the community.

Let's look at some of the facts surrounding the value and nature of LCC and UDOT's promotion of a half billion dollar "remedy":

- Widening S.R. 210 or introducing a gondola will accelerate the number of people entering the canyon.
- Serious congestion is currently only a problem during the winter.
- Heavy traffic only occurs about 30 days a year.
- Traffic issues are due to the attractions held by private companies operating largely on public land.
- The gondola would only service two business locations and ignore trailheads, climbing sites, and other areas of community interest in the canyon.
- A significant percentage of private vehicles heading up LCC transport only the driver.
- Traffic problems during snowstorms can be reduced with more consistent "enforcement of vehicle traction requirements.
- LCC has a good avalanche control record.
- When the canyon road is closed due to avalanche danger, the ski resorts are often closed to skier traffic too.
- Pollution will decrease with the introduction of zero emission buses.
- Climate change is real and may continue to decrease average annual snowfall; powder panic may not be as big of a problem in the future.

Although safety in the canyon is of prime importance, concerns about canyon safety are overblown. It is more lethal to drive I-15 than S.R. 210. And the ski community has managed to coexist with avalanche control issues for over 50 years. Snow management has been an understood part of the ski resort business model since its inception and both resorts have managed to become very successful.

UDOT should revisit its objectives of meeting "the needs of the community while preserving the values of the Wasatch Mountains." Its proposals, especially the ill-conceived gondola, do nothing to control the pressures on the canyon itself, they only serve to increase visitors and generate revenue for private companies and developers. UDOT must emphasize what is really important here, the protection of LCC values from the cumulative effects of commercialization and development. Accommodating

reasonable transportation needs to the ski resorts and the segment of the community they attract is important, too. That does not mean encouraging an ever-increasing or unlimited number of visitors.

From destroying prime non-ski-resort recreation opportunities to altering the natural condition of the canyon itself, UDOT's preferred options should not even be on the table until less intrusive and less expensive alternatives are implemented, tested, and exhausted. Here are just a few options to help address the underlying simplicity of the real problem, too many private vehicles in the canyon on some days:

- Identify weekends, holidays and other select days as peak periods with standardized canyon traffic protocols understood by all visitors.
- Require a carpool minimum during certain times.
- Provide truly expanded bus service to the resorts during busy days and hours on a reliably standardized basis.
- Consistently provide public transportation with priority access to the canyon during problem hours.
- Eliminate private vehicles in the canyon altogether during peak hours.
- Explore ways to give canyon employees priority access to the ski resorts; staffing the ski resorts is a challenge for those businesses.
- Adjust ski resort hours of operation on problem days.
- Erect a canyon entrance service booth to help manage visitors, similar to that used successfully in Millcreek Canyon.
- Identify a carrying capacity that doesn't compromise the nature of LCC before developing permanent ways to crowd even more people up the canyon. Maybe we have already reached that capacity on certain days.

Average annual snowfall in LCC has been trending downward for decades. It is possible that powder days, which are the catalyst for some of the most heavily congested days, will decrease in the future. Perhaps in another twenty years there will be fewer powder days to drive a fraction of the community to congest S.R. 210 for a few hours on a given day. A wide road or a gondola may simply turn out to be no more than a standing monument to misguided engineering, like a giant corroded pump in the middle of a dry lake bed.

There are myriad ways to address LCC's traffic challenges without forever damaging the "value of the Wasatch." Building a bigger road or installing a carnival ride may increase value for two private companies, but either would forever transform the canyon's value to the broader community. And those changes will continue to contribute to ever greater changes down the road, so to speak. The cumulative effects inherent in either of UDOT's preferred alternatives are unacceptable.

COMMENT #: 13251
DATE: 9/3/21 11:10 PM
SOURCE: Website
NAME: Brian Smith

COMMENT:

I am a Snowbird-Alta season passholder and the transit situation is the largest detriment to my skiing enjoyment. I currently drive most of the time but that is primarily due to the lack of desirable alternatives. Bus service needs to be expanded and improved ASAP prior to any consideration of gondola or other alternatives. It is cheaper and less damaging to natural ecosystem.

Step one is increasing bus frequency so there are never concerns of inability to get a seat.

Step two is giving buses priority to enter canyons during peak traffic days. Absurd they wait in 30+ minute lines to ENTER LCC behind cars carrying 1-4 people. An extra lane in the actual LCC is very hard but giving them priority to get to the entrypoint into LCC is a no brainer. That will save a ton of time on the most crowded days.

Third, the buses should be setup for more comfortable travel with an external ski rack and cargo space. If people could relax on bus vs. spending 45 minutes or more crouched over their gear then the bus would be far more attractive.

Fourth, the bus should be free for all. It's revenue is negligible currently given it's mostly used by non-paying riders (employees, season pass holders, etc.). The positive externalities to Alta-Snowbird of more efficient transit up the mountain are far greater than the marginal cost of losing some theoretical fares if buses actually attract non-local riders.

Lastly, it's nonsensical there isn't congestion toll pricing to access LCC during the ski season. I understand locals are don't want to pay to drive up to ski on a random, non-powder weekday but this is the origin of all LCC transit problems (note: this is also counter to every other ski resort that charges \$20+ / day for convenient access). I've spent countless days crawling up the LCC in a car by myself for free because it's faster and more comfortable than the current bus alternative. There needs to be a carrot and a stick for the situation to improve. The carrot (bus options) has tons of room for improvement as outlined above. A stick (congestion pricing) would also do wonders. Even an inverse charge like Solitude would be OK where the fewer people in the car, the more you pay. Free car access is not tenable.

Action on either of these would do wonders but the current system setup vastly prioritizes individual drivers over the enjoyment of the mountain for everyone. The transit issue isn't surprising - it's a direct result of current incentives. Fix those incentives via improved mass transit (carrot) and increased friction to non-efficient users (personal cars w/low capacity) would do wonders to the experience.

Please experiment with these options before committing insane sums of money to a gondola project.

COMMENT #: 13252
DATE: 9/3/21 11:12 PM
SOURCE: Website
NAME: Kim Hall

COMMENT:

As a regular user of Little Cottonwood Canyon i am concerned about both options presented by the EIS. I do not believe they support users of the canyon outside of the ski resorts. In fact both options directly impact the climbing community, destroying boulders that we use nearly all year long for our form of recreation. The plan does not address the issue of climate change and the real possibility that utah will not see the same snow totals in the coming years. Altering the state of the canyon for the ski resort access is narrow minded and does not plan for the future of recreation in the canyon. The plan also does not address the issue of what is too many people in the canyon. The ski resorts already see lines that take multiple hours to wait in to ride the lifts, especially the tram at snowbird. How can the resorts handle the thousands of additional people these transportation plans will bring? I implore you to consider other options before completely altering the state of our beautiful resource.

COMMENT #: 13253
DATE: 9/3/21 11:13 PM
SOURCE: Website
NAME: Natalie Stoddard

COMMENT:

I am against the gondola! It would ruin our canyon. Start with incentives to use buses. Make the ski resorts pay to get their customers there. I use the canyon to hike and rock climb. Please do not ruin the quiet views with this crazy expensive pet project.

COMMENT #: 13254
DATE: 9/3/21 11:14 PM
SOURCE: Website
NAME: Myles Fowler

COMMENT:

Don't do a gondola, it will destroy so much nature all across the path that it takes, as well as ruining the small amount of serenity we can find up the canyon

COMMENT #: 13255
DATE: 9/3/21 11:15 PM
SOURCE: Website
NAME: Nathaniel Williams

COMMENT:

GONDOLA!!!

Think and plan long term! Cheaper in the long term. More reliable than buses. Runs during avalanches and snow storms. Safer. It's a no brainer.

COMMENT #: 13256
DATE: 9/3/21 11:17 PM
SOURCE: Website
NAME: Sam Marks

COMMENT:

Both options that are being looked at are not in the best, long term interest of the canyon or our community. The gondola only serves the resorts and does nothing to help congestion. Especially in the summer. The road shouldn't be widened. The canyon should have no personal vehicles and the existing road should be used for a bus system that stops at trailheads and resorts year round.

COMMENT #: 13257
DATE: 9/3/21 11:18 PM
SOURCE: Website
NAME: Jeff Miller

COMMENT:

I am in support of the gondola plan for LCC. I am completely against widening the road in any way and against making room to fit more vehicles in the canyon.

COMMENT #: 13258
DATE: 9/3/21 11:19 PM
SOURCE: Website
NAME: Hailey Liechty

COMMENT:

I would like to see a gondola in the canyon for one main reason: it would be FUN. Locals and tourists would love to ride it! It would become a distinct fun feature in Utah. Also, it would not close the canyon to those who need to drive.

COMMENT #: 13259
DATE: 9/3/21 11:19 PM
SOURCE: Website
NAME: Concerned Utahn

COMMENT:

There is a major problem with the Little Cottonwood Canyon Environmental Impact Statement (EIS) Draft Alternatives. As a public, we have been fed a false choice between expanded bus service and a gondola to alleviate congestion in Little Cottonwood Canyon. The environmental, congestion, and traffic estimates for both proposals has been well vetted - but it is still a false dichotomy.

To illustrate, I would like to draw an analogy between skiing and a sporting arena. It is not a perfect analogy, but it does illustrate the problems present in this plan quite well.

Let's pretend for a moment that at the end of highway 210 (Little Cottonwood Canyon) - which is a dead-end roadway - instead of a ski resort (Alta/Snowbird) there was a football stadium.

That stadium would have some sort of capacity limit governed primarily by the number of seats/bleachers/boxes available. It may even be limited by egress regulations determined by the state or local governments.

Ski resorts likewise have a capacity limit - but it is not dictated by the number of seats/bleachers/boxes - rather it is dictated by the number of skiers or snowboarders the mountain can both safely and comfortably accommodate on its runs, in its lines, and on its chairlifts.

Over time, the teams that play in that stadium have gotten more and more popular. The stadium went from rarely selling out, to selling out during major sporting events and some concerts, to consistently selling out every single weekend with a line out the door of disgruntled fans wishing they could find a way inside.

If you were the owner of that stadium, you'd have a couple of options in front of you.

Ignore Your Constraints

You could allow more people into the stadium than there are seats. Fans could sit on each other's laps. Some might sit backwards. Some might sit on stairs. Some could stand in the parking lots. Others could hang out in the locker room or the promenade. To do this, you may have to build a larger parking lot, increase bus service to the stadium, or even ask the city to build you a light-rail connection. This would "certainly increase revenue in the short term, but ultimately would lead to a poor fan experience and compromise attendee safety.

Increase Pricing to Match Demand

You could begin to increase pricing. As demand outstrips supply and pricing becomes more inelastic - the stadium owner could increase revenue by charging more per ticket sold until an equilibrium is met where the stadium is consistently sold out without any excess demand for seats. This would cause some people to not be able to attend events at the arena due to excessive pricing, but would increase revenue for the stadium owner without deteriorating the fan experience or compromising the safety of attendees.

Expand the Stadium

You could invest in a stadium expansion. If you could accurately forecast an increase in demand in the future, an expansion to expand the breadth and height of the arena to include more seats would allow you to capture more revenue by selling additional tickets. Of course, this would require a capital outlay, time, and permitting - but ultimately would allow you to increase your revenue without deteriorating the fan experience and without excluding some fans that don't have the ability to pay for attendance.

Build More Stadiums

If the city around you becomes large enough, it may be appropriate to think about building additional stadiums to spread demand for different event types. There is no reason that every concert needs to be played in a 40,000 seat venue. Nor do Hockey and Basketball need to be played in the same arena. Football might deserve a dedicated venue of its own. This is not about segregating sports, but rather building facilities that are designed specifically for different types of events. By building additional stadiums, multiple events could be held on the same day/night and attendees could be spread across multiple venues. Of course, to do this the city or state may need to participate in finding a suitable location for those stadiums.

By this point, the analogy is painfully obvious. UDOT has presented the public with two options - both of which ignore the very basic constraints of skiing in Utah. Little Cottonwood Canyon resorts, as currently designed, have significant capacity constraints. Combined, the resorts can barely handle 10,000 skiers per day safely or enjoyably. Currently, the biggest constraint that keeps these resorts anywhere close to that 10,000 skier capacity number is the available parking at the resorts. UDOT, Snowbird, and Alta would rather increase the number of skiers allowed on the mountain, in the lines, and on the chairlifts by expanding parking (at the base of the canyon) and providing alternative transportation options to the resort (buses and gondolas) than rationally solve the problem in front of them: capacity.

The capacity problem has been compounded in recent years by a combination of several factors including population growth, inflation-adjusted decreasing season pass prices, the availability of multi-resort season passes, an increased supply of Airbnb style accommodations in the Salt Lake Valley, and a steady increase in winter sports participation.

Building a gondola, a train, widening the road, increasing bus service, or any other option that allows for more people to visit Alta and Snowbird is not the solution we need. Those options may be justifiable when comparing CO2 emissions or general safety compared to the highway, but they do not solve the problem of capacity and they only serve to allow Alta and Snowbird to increase their revenue at the expense of skier safety, the skiing experience, and worst of all, the taxpayer's dollar.

No new resort accessible skiable terrain has opened in Little Cottonwood Canyon since 1999 (Mineral Basin) or in Big Cottonwood Canyon since 1992 (Great Western Express). During that time period, Alta would restrict daily skiers to 3,500 per day and sold a season pass for \$875 (\$1,380 today). In fact, the skiing experience was so sacred that Alta limited its season pass sales and had a waiting list just to buy one. Today an Alta season pass runs \$1,200 (15% less than in 1999) and an Ikon pass (which includes unlimited skiing at Solitude, 7 days at Brighton, 7 days at Deer Valley, and 7 days to share at Alta/Snowbird) is \$899 (35% less expensive than a season pass in 1999). All this while the population of Utah grew by nearly 60%.

Utah's skiing has a real capacity issue. There is not a single solution that can solve it on it's own, but increasing the number of skiers in Little Cottonwood Canyon is not the solution. A real EIS alternative study would have included an analysis of opening new terrain (stadium expansion), new resorts (more stadiums), and price increases to control demand. It would have suggested ingress capacity limits in the canyon. It would have looked at alternate routes into our skiable terrain (a base area for Snowbird in Mary Ellen's Gulch, a base area for Brighton in Midway, a train from summit county to Big Cottonwood Canyon). The UDOT EIS did none of these because it was only concentrating on finding a

way to use taxpayer dollars to increase revenues for two private ski resorts. It is myopically focused on little cottonwood canyon as the only corridor to skiing.

If you live in and pay taxes in Utah, you should do everything you can to block both of these alternatives and tell UDOT and the State of Utah to work together to find some real solutions.

COMMENT #: 13260
DATE: 9/3/21 11:20 PM
SOURCE: Website
NAME: Tomasz Stefankowski

COMMENT:

The environmental impacts of both the proposed road widening and gondola are severe, permanent, and objectively detrimental to the health and character of Little Cottonwood Canyon. Local conservation organizations and the general public are rightfully concerned about the future of our Wasatch Range suffering from a precedent of unnecessary anthropocentric development and corporate favoritism. And despite the permanent scarring of LCC by either a gondola or widened road network, the true atrocity of these projects lies in the grossly misjudged prioritization of issues facing Utahns.

Traffic is an inherent externality of driving personal vehicles on public roadways. Rush hour traffic is nothing new, in the canyon and elsewhere. It is a consequence of convenience, where for a brief moment we lose autonomy in our travel plans. What is so especially unique about traffic in LCC that necessitates a haphazard multi million dollar spending spree to marginally increase the convenience of a select few residents? For one, accessing the canyons is for the most part purely recreational. Save for the minority of employees, most daily vehicular traffic is a result of a choice to pursue this recreation. Skiing and snowboarding is far from a necessity, yet the proposed developments treat it as an essential state wide priority.

Building a gondola or widening the existing road is a luxury to serve a minority of people, the benefits of which would be felt during an even slimmer minority of time. While Salt Lake City is burdened by numerous issues, including increased fire risk, decreased water supply, and homelessness, the further development of the canyon signals to the population that these issues can be addressed only once travel time to Alta/Snowbird is reduced (assuming that this will even be the effect). It is a pathetic judgement, and an entirely anti-democratic example of minority interest serving the upper echelons of business and government.

COMMENT #: 13261
DATE: 9/3/21 11:22 PM
SOURCE: Website
NAME: Bruce Duncan

COMMENT:

Short Answer: No Gondola, Yes Improved Bus System.

See below for my thinking

Critical Reading: I did read all of the EIS summary documents, including all of the EIS, including the key Appendices.

I read the 2010 Lazar and Williams article, "Potential Impacts of Climate Change for U.S. Wasatch Range Ski Areas" in 2011. If this is the best available climate change literature pertaining to the Cottonwood Canyons, then UDOT should take its analysis seriously and see if the analysis can be updated. Perhaps improved 2021 models should be used with new data. Consider the possibility that Climate Change in the Wasatch Mountains is accelerating.

Reviewer Background:

Moved to SLC 2002. Skied 60-70 days 2003 to 2011, Skied 120 - 156 days 2012 - 2019. Sat out 2020.

Transportation: 50% bus, 45% carpool, 5% car, coming from SLC.

Starting about 2012, I purchased an Alta and Solitude pass. When alone I usually determine destination (Big Cottonwood or Little Cottonwood) on the fly, depending entirely on traffic and bus congestion. I have no patience with congestion. Despite the awful service provided by UTA, I rarely experience bus problems because I know how the system works and make it work for me. I used a sophisticated and dynamic choice algo when it came to choosing ski area destination in 2019. I stress that UTA's management of the Ski Bus system has been inadequate, bordering on incompetent, during the last decade. The Gondola2 system cannot work if there is an inadequate bus system.

After reading the EIS, I have low confidence that the gondola will come close to solving the "problem" of Little Cottonwood Canyon. The gondola or the bus system are not cure-alls for what ails Little Cottonwood Canyon. Reading between the lines of the EIS, I detect a considerable amount of magical thinking made by the authors. Spending a Billion \$ is not guaranteed to "fix" Little Cottonwood's problems.

Here are a few lethal errors:

1. Accelerating Climate Change considerations are under represented.
2. Garbage In - Garbage Out. I think the 2050 EIS assumptions about winter and winter sports in Little Cottonwood Canyon are NO LONGER realistic as of 2021. If climate change is real and accelerating, then there is reason to doubt whether there will be enough snow for winter sports in 2050. If true, why is UDOT contemplating spending a Billion \$ on potential 2050 White Elephant Hardware? If the Wasatch Mountains are to have much snow, then Utah citizens should be worrying about how to save the Great Salt Lake. From this POV, it makes sense to invest in bus transportation, not an expensive gondola, because a flexible solution is a better solution.

Alta and SnowBird are all for the gondola because they think will get it without paying for it. Everyone wants a gondola until they asked to pay for it. Who is going to finance the gondola?

The health of the Great Salt Lake is important for the future of Utah. Without the Great Salt Lake, there will be no Winter Sports Industry in Big and Little Cottonwood Canyons or Park City. More importantly, there will be no Salt Lake City or Park City.

3. Omitting Big & Little Cottonwood Canyon interactions. Problematic now, failure to include dynamic interactions of traffic in Big and Little Cottonwood Canyons is a huge failure by omission. Big Cottonwood traffic and congestion is influenced by Little Cottonwood congestion. The proposed UDOT Little Cottonwood fixes will drive more traffic into Big Cottonwood Canyon. This is funny. Increased Big

Cottonwood traffic congestion could make the proposed gravel pit parking area dysfunctional in terms of servicing Little Cottonwood Canyon.

4. Do the simple things first. Why is giving more time and effort remediating Present and Past Road Safety Failures omitted? Had UDOT and the other government entities been doing their job since 2002, Little Cottonwood Canyon would not have become the mess that it is.

Failure to manage traffic on snow days and failure to institute RFID system in LCC to monitor and regulate traffic and traffic safety in Big and Little Cottonwood Canyons. Many accidents in the Canyons are due to 2WD cars (with and without good snow tires) sliding off the roadway. 2WD passenger cars/pickup trucks/vans/etc should have been banned from BCC and LCC during the winter driving season 10 years ago. RFID system could have (should have) been used for beginning of season tire inspection/certification and 4WD cars. RFID could have been used at the entrance to Big and Little Cottonwood Canyons to screen for vehicles that do not meet snow-covered road safety standards. The current practice of turning on flashing "4WD or chains required" lights ONLY AFTER THERE IS SNOW ON THE ROAD is brain dead. The law/regulation governing the should have been changed 25 years ago. Traffic citations should be issued to all 2WD cars and cars without snow tires discovered to be in LCC. No exceptions for rental cars. Sure, get the cars off the road - if you can.

5. Why wasn't RFID tolling implemented in Big and Little Cottonwood Canyons 10 years ago? RFID could have been used to count cars and close the canyons to uphill traffic when the canyons were declared "full". omitted in the improved BUS options?

7. Who guarantees that a new, untried 10-mile gondola design will run trouble-free 95% of the time in a Winter environment? If there are safety concerns, I won't ride the gondola. And neither will anyone else. I have plenty of experience with SnowBird Tram outages.

COMMENT #: 13262
DATE: 9/3/21 11:27 PM
SOURCE: Website
NAME: Laura Macvicar

COMMENT:

I am one of many people that live in the neighborhood surrounding the areas that will be affected by this project. I know that growth in the city and state are inevitable. However, widening Wasatch boulevard to alleviate traffic heading up Big and Little Cottonwood Canyons, is not a good solution for our community.

I walk along Wasatch Boulevard nearly every day in that area. And I'm here to tell you there is hardly any traffic. Except during ski season when the canyons are snowed in, have avalanche control, or just had a very large snow and people want to ski.

The way I look at it is you can make your funnel larger but if you don't make the spout larger you're not going to solve the problem. You can make Wasatch 10 lanes wide but when the canyons get snow and there's thousands of people trying to get up to ski the roads are still going to back up and it's still going to be a problem.

Also, apparently you're widening it because of traffic heading south. However, Wasatch Boulevard from 9800 South is still only one lane in both directions. Once again if you make your funnel bigger you have to make your spout bigger. Are they going to continue and widen it all the way? I doubt it highly.

I certainly do not have all the answers. Mostly just questions. But I do believe that if people heading up the canyons were required to take a bus or other public transportation they would still go. We've seen this model done at Zions National Park and Grand Canyon. The ski resorts could still offer premium parking to a minimal amount of people. That money could go towards improvements at the ski resorts and UDOT projects.

Why don't you look at the way Zions and the Grand Canyon do things. Consider it. More buses. Less cars. Call them... Talk to their project managers. Please.

If people want to ski they will take a bus if they're required to. You just have to make it convenient to park. The old ShopKo lot on 9400 would be a great parking lot. And part of the quarry at the mouth of BCC would be a good spot too.

Also I don't understand why they do not continue Highland Drive South of 9800 South. The easement is there. It could alleviate a lot of traffic coming out of those neighborhoods. The unfortunate construction problem would be building some sort of bridge across the Dimple Dell recreation area. I know that the people along that route would be in the same position we are in and not appreciate a giant new road in their backyards.

I appreciate your time. And I appreciate you at least exploring other alternatives.

Laura MacVicar

COMMENT #: 13263
DATE: 9/3/21 11:27 PM
SOURCE: Website
NAME: Mark Meleski

COMMENT:

To whom this may concern,

The gondola option is not an option that keeps the people in mind. All it will do is put even more people in the canyon and will not solve the traffic problem. The gondola will only benefit snowbird, Alta, and La caille, not the people who enjoy little cottonwood canyon.

Not to mention it will forever ruin little cottonwood canyon with development. It will destroy ecosystems and wild life habitats. Ruin our drinking water.

The construction requires the use of so many resources and is incredibly wasteful.

Please explore other cheaper, and/ or less impactful options.

COMMENT #: 13264
DATE: 9/3/21 11:27 PM
SOURCE: Website
NAME: Addison Beasley

COMMENT:

No gondola in LCC. Does not align with Utah values to make locals pay taxes for something that only benefits people from out of state or the big wigs that own Powdr that hardly spend time around here. More buses. Please. Let us keep unrestricted access to hikes and climbs please.

COMMENT #: 13265
DATE: 9/3/21 11:32 PM
SOURCE: Website
NAME: Andrew Katsohirakis

COMMENT:

I am writing, as a citizen and project taxpayer, to voice my opposition to the gondola alternative for transit in LCC. Other citizen and institutional commenters have no doubt written much longer and more eloquent comments, so I will keep mine brief. Based on my reading of the Draft EIS materials, and other research, I think the gondola is problematic for several reasons:

- Scalability/Flexibility - The infrastructure is as-built, and cannot be easily adjusted to accommodate for changes in demand and travel patterns. A good transit system should be able to react to any changes that might present themselves on short notice, or even as a long-term trend. While a 3S system, as forward in the Draft EIS, does have some more flexibility in its final design and tower placement, once implemented, it would be more or less permanent, without significant expenditure of follow up resources. An enhanced bus system could scale up or scale down as needed, or generally just run different services and schedules.

- Access - This is something of a sub-point to the above point. As presented, the gondola only provides access to Snowbird and Alta. As a heavy user of both ski resorts, I personally do not want a public transportation system that acts solely as an access point to private businesses. As a taxpayer, I don't approve of what is essentially a handout to the resorts, especially when their core business is already built on utilizing public resources in the form US Forest Service land. And as a participant in various other recreational activities in the canyons, using this opportunity to implement once-in-a-lifetime infrastructure and have it only cater to two destinations seems very subdued and shortsighted.

- Visual Impacts/Privacy - I'm sure UDOT is absolutely sick of this concern, but I genuinely posit that the gondola system should not be considered on these grounds alone. While the existing road, and any other road/rail expansions, are not the height of aesthetic beauty, they already occupy a corridor that is more or less accepted in the public eye, and they only occupy a horizontal dimension. You can easily be hiking a trail or climbing a rock face, and not be able to see the road. In effect, right now you can enjoy the Twin Peaks and Lone Peaks Wilderness Areas as they are imagined to be, wilderness. The gondola system, as presented in the Draft EIS itself (not "just the ramblings of concerned NIMBYs), sticks out and dominates the eye, from both close-up and far away. From close-up, there are several roadside and off-road vantages that would now be defined by the gondola, instead of the majestic canyon walls that surround it. I don't think that's a bleeding heart, tree hugger concern -- people come to the canyons to see the canyons, so harming that aesthetic defeats the purpose of people coming, transit or no transit. Of particular note was the Draft EIS rendering of how the gondola looks at Tanners Flat campground. The gondola goes right over several campsites, almost comically looming overhead. While the canyons are already somewhat commercialized by the presence of the resorts, they at least take the effort to fit the part. The gondola makes the entire canyon look and feel like some kind of amusement park attraction. And while I am not a property owner/resident in the canyon or at its mouth (and am in fact am not in favor of the existence of these many of these residences, on environmental grounds), I can definitely sympathize with the people who will now have thousands of people in gondola cabins peering into their windows and backyards.

- Environmental/Recreational - I live an odd dichotomy. By education and employment, I am an engineer. So I understand the frustration of dealing with complex systems and the necessity of creating solutions to growing problems, even if those solutions aren't perfect. But by education and just generally trying to be an empathetic and rational person, I am also an ardent environmentalist. The canyon's health and environment are deeply important, not just because of the effects that damaging the watershed and biodiversity would have on us humans, but also because of the intangible and incalculable value present in a healthy, beautiful ecosystem. The cold hard facts do not lie: the usage of the canyon (s) is growing to the point where something must be done. Despite the fervent wishes of

some, “doing nothing” out of a desire to not modify the canyon will only result in more harm, since people are going to keep coming in greater numbers. So I am in favor of building infrastructure and altering the environment as is necessary. However, I support doing that within reason, and I think the gondola exceeds that. While an enhanced bus system, or even a cog rail, will widen the road corridor and its disruptive footprint, that is a corridor that has already been altered by human activity. Even the unpaved shoulders have cars constantly parked on them, winter and summer, so this is just a slight adjustment of the status quo. The gondola's 17 tower sites would be environmentally disrupting areas that are not currently touched by the hand of man. The Draft EIS identifies wetlands, meadows, and groves that would be permanently destroyed by the preferred pathway. I would rather that not be the case, and that whatever transit option is implemented sticks to the road. On the note of offroad, I defer to the fears of the Salt Lake Climbers Alliance in regards to the many boulders and problems that will be destroyed by the current preferred gondola route. As an entry level climber myself, I would hate for any future transit option to permanently destroy recreational opportunities for future generations. I've been skiing at Alta and Snowbird for 20 years, but that doesn't mean that I support favoring skiing to the point of wrecking the environment and recreation of the canyon to make skiing easier.

This is a much longer comment than I originally envisioned, but I'm glad to get my concerns off my chest. The gondola cannot be the option pursued, for these and other reasons, and I strongly hope that UDOT and its partners don't move forward with it. To be very brief, I hope that the preferred option going forward is an expanded bus system. It's flexible, scalable, has a much smaller footprint, is much more affordable, can stop at many different locations, and won't scar the canyon in an irreversible way. I am a huge train guy at heart, and I would love for a cog rail to be built, but 1) it is too expensive for our state government to approve, and 2) many of the reasons that I don't support a gondola also apply to a cog rail (scalability, flexibility, cost, footprint, etc) so it wouldn't be fair to castigate the gondola and then praise the rail (that being said, if the cog rail is revived as a viable option, I absolutely will not complain...I LOVE trains).

In closing, I am overall excited that better transit options are coming to the canyon, but I really hope that it's not the gondola. Better buses, or even the cog rail, are the way forward for reasons of flexibility, scalability, cost, visual impact, and environmental preservation, and I hope that UDOT and its partners make the right choice.

COMMENT #: 13266
DATE: 9/3/21 11:33 PM
SOURCE: Website
NAME: Stone Criddle

COMMENT:

The gondola has an enormous impact on climbing routes in the canyon. It is environmentally destructive and is, like the latest flunk of Utah government sponsored development (the inland port), beneficial only to non-natives.

COMMENT #: 13267
DATE: 9/3/21 11:33 PM
SOURCE: Website
NAME: Thomas Martens

COMMENT:

I feel strongly that the Gondola is not the best option for LCC. My reasons are; 1. The visual impact, 2. The befitting companies up canyon are the two main beneficiaries, 3. The heavy volume days are few and far between and typically (350 days per year?) the canyon is easy to navigate, the Gondola does not improve the speed up canyon for me and most. I live in the foothills directly between LCC and BCC and I've watched BCC become busier than LCC in the course of 3 years, so why spend all of this money to solve a lesser problem. Choose improved bussing, tolling for low occupant vehicles (so long as you can do it quickly), snow sheds, minimal widening, the same access to backcountry locations, minimal improvements to Wasatch, and keeping visual impact to a minimum. I love LCC, Snowbird, and Alta. I worked at Snowbird for 4 years and use the canyon in every season and weekly. I've lived at the base of the canyon for 10 years and even on crazy traffic days, things aren't worth changing as the gondola proposes. You basically need another ski resort to support increased population and Icon and other multi resort passes, jamming more people up the canyon through an expensive mode will not solve skier appreciation of the sport and Utah skiing. Please also keep Wasatch at 35mph, whatever you do.

COMMENT #: 13268
DATE: 9/3/21 11:36 PM
SOURCE: Website
NAME: Duane Poslusny

COMMENT:

There are many issues with the two proposed alternatives. Not enough analysis was given to the impacts on non ski resort recreation, which make up the majority of users year round. Little Cottonwood Canyon is world know for high quality climbing, bouldering, backcountry skiing, hiking, and other non-motorized sports. Both of the preferred alternatives do not address parking and access issues beyond the ski resort boundaries. In fact the proposals destroy over a hundred on named bouldering routes. proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon.

Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems.

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.

The NEPA process requires in-depth analysis in setting the scope of environmental impact statements of the variety of effects (impacts), actions and alternatives. Repeatedly throughout this process, UDOT has stated they are only looking at the road corridor. However, this road is situated within a critical watershed canyon, established in a National Forest, formerly a Forest Reserve established to protect against over-development and unsustainable uses that lead to the degradation and destruction of environmental resources and the crippling of ecosystem services our communities are reliant upon.

UDOT must find a new alternatives based on simpler, faster implemented, and more economic options such as: congestion pricing for parking lots or tolling the road, expanded year round electric bus service that connects trailheads to other transit hubs, expanded electric bussing combined with tolling, and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape.

COMMENT #: 13269
DATE: 9/3/21 11:38 PM
SOURCE: Website
NAME: Thomas Martens

COMMENT:

I feel strongly that the Gondola is not the best option for LCC. My reasons are; 1. The visual impact, 2. The befitting companies up canyon are the two main beneficiaries, 3. The heavy volume days are few and far between and typically (350 days per year?) the canyon is easy to navigate, the Gondola does not improve the speed up canyon for me and most. I live in the foothills directly between LCC and BCC and I've watched BCC become busier than LCC in the course of 3 years, so why spend all of this money to solve a lesser problem. Choose improved bussing, tolling for low occupant vehicles (so long as you can do it quickly), snow sheds, minimal widening, the same access to backcountry locations, minimal improvements to Wasatch, and keeping visual impact to a minimum. I love LCC, Snowbird, and Alta. I worked at Snowbird for 4 years and use the canyon in every season and weekly. I've lived at the base of the canyon for 10 years and even on crazy traffic days, things aren't worth changing as the gondola proposes. You basically need another ski resort to support increased population and Icon and other multi resort passes, jamming more people up the canyon through an expensive mode will not solve skier appreciation of the sport and Utah skiing. Please also keep Wasatch at 35mph, whatever you do.

COMMENT #: 13270
DATE: 9/3/21 11:40 PM
SOURCE: Website
NAME: Alexis Jones

COMMENT:

I am writing in opposition of the gondola option. The gondola option is not an appropriate way to address the issues of access to the canyons/congestion in the canyon. They only run for part of the year and only have stops at the ski resorts - therefore primarily supporting a private industry using public funds. Additionally, they are the most drastic option for addressing these problems and have the greatest environmental impact. The gondola will destroy the integrity/beauty of the isolation that can be found in the canyon by its permanent installation in view from all trails. The canyons are used by more than just skiers and snowboarders - who often come from out of state and won't have to deal with the long-term impact of having these permanent structures intruding in the natural environment. As a local Utahn, born and raised, I hope you will decide against this drastic option. Why not provide additional bus service (without providing additional bus lanes - which also would drastically impact beloved features and climbing areas of the canyon) or other more low-impact options before jumping to the most extreme measures? At some point, it's important to realize that there is a limit to capacity. Instead of allowing the resorts to sell out the environment/beauty of the canyon for additional profits, why not minimize the impact and allow users in all seasons to continue to enjoy the beauty of nature. On a typical mid-week summer day, the traffic is fairly minimal - with no need for any changes.

Thank you for your consideration,

Alexis Jones

COMMENT #: 13271
DATE: 9/3/21 11:41 PM
SOURCE: Website
NAME: Serenity Eyre

COMMENT:

A Gondola or bigger road is NOT the answer right now. Especially after a year of a pandemic that exaggerated what was happening. There were more individual cars in the canyon last year because the bus capacity was cut down and people were worried about catching COVID on a bus. As more people are vaccinated, the need to only allow 20 people on a bus should be going down. The buses work and people really do utilize them when the schedule is frequent and reliable. I have been on the LCC ski bus hundreds of times where it is jam packed. People would rather be able to sit on their phones or read a book instead of driving their private vehicle up and down the canyon...plus it cuts out the hassle of parking far away and walking. You get front door service with the bus. People will use the bus and cut down on traffic if the normal capacity is restored and the schedule is good. As we see that enhanced bus scheduling meets the needs, then we can move to zero emissions buses too. We need to exhaust all the options before we go throwing up an eyesore such as a gondola to one of the most beautiful canyons in the world.

COMMENT #: 13272
DATE: 9/3/21 11:42 PM
SOURCE: Website
NAME: Pat Holmes

COMMENT:

Start Over! There are so many other alternatives that need to be tried before moving on to one of these recommendations. Things that will train visitors/motorists to seriously consider more sustainable and responsible actions. Such as: creating a toll for up the canyon, charging on a sliding scale by the number of passengers in your car, AND implementing a more efficient, convenient, bus schedule, increasing the frequency during the winter months. It is ridiculous to develop a monster, expensive, unsustainable plan for a problem that needs addressing only three or four months out of the year!

COMMENT #: 13273
DATE: 9/3/21 11:43 PM
SOURCE: Website
NAME: Shaun Tullis

COMMENT:

Frankly, the parking as it is today is the Wasatch best chance at self-preservation. When it's full it's full. How much more beyond what it holds does Alta, Snowbird, Utah intend to cram into this space? A toll system will change behavior -just look at Solitude. You can nearly double capacity by having 4+ persons per vehicle. Address demand through a tiered toll system that rewards 4+ with no toll and anything less has to pay. The fewer passengers the higher the toll. Toll systems are available that can track occupancy, automate billing and even identify pre-registered cars with snowflake tires and direct those without proper tires to pull over. All of this is far less expensive than any proposed options I know because I spoke to the toll companies, and Utah knows too -they have HOV tracking. Also, focus on the bussing system. Improve the bus system now, but we don't need added roads, avalanche shelters, berms, etc. Close the downhill lanes for two to three hours for uphill traffic in the peak hours and give that lane to the buses for priority. Seeing buses lap the cars will also change behavior. Do the opposite in the evening. The avalanche gondola and snow sheds are not justified for the very few days gained by not having to shut down roads to clear them. Focus on what you can do now. If you want to make a study, put this in place and study the result. Get "something" going now that would make an immediate and real change, improve upon it as you learn.

Snowbird and Alta are operating without disclosing their full intentions, hold fast until they play nice. Have them disclose what they think healthy growth is, how many people are they trying to accommodate in the Canyons daily. Their decisions will be based primarily on growth and profit. Parking lots are self-limiting -this is actually helping to preserve our Wasatch range from overuse. I'm ok with growth but not unlimited growth. Where does the EIS speak to water usage for these resorts? 32.20C) By doubling the vehicle occupancy you frankly double the daily use. This seems to be a reasonable and inexpensive way to address what we have going on today. Yes let's continue the conversation/study for the 30-year solution but what are we going to do in the meantime.

COMMENT #: 13274
DATE: 9/3/21 11:50 PM
SOURCE: Website
NAME: Scotty Bahrke

COMMENT:

No to gondola. Please protect our climbing areas! They are works class... we just got silver I the olympics. Save the boulders.

COMMENT #: 13275
DATE: 9/3/21 11:52 PM
SOURCE: Website
NAME: Martin Glaubitz

COMMENT:

I appreciate all the hard work that has gone into the LCC Draft EIS from all the contributors. Little Cottonwood Canyon is a unique and valuable resource, and before proceeding with either of the 2 current preferred alternatives, I would encourage UDOT to more fairly consider all user groups. I feel that the process thus far, and the two preferred alternatives, focuses disproportionately on providing benefit and value to the private and commercial operations of the Alta and Snowbird ski resorts, and not providing benefit, and in many cases reducing benefit to other user groups of the canyons. I also feel that the two preferred alternatives, and especially the gondola alternative, provide a benefit that is only realized for a small number of days per year (those being days of peak ski area use - and again only to some user groups on those days), yet impose significant year-round negative aesthetic and environmental impacts.

I also would like to submit some questions regarding the traffic data collected, and the derivation of the Travel Times and Backup Distances presented in the Draft EIS and the Fact Sheets.

Question 1: The online LCC Draft EIS Volume 2 includes an "Appendix A. SR-210 EIS Traffic Study, May 2019" on pg 2 under "Existing Conditions, Data Collection," indicates that: "Traffic data was collected on March 15, 2018 from 7AM to 9AM and 4 PM to 5PM," and that "The data collection date represents a typical weekday wintertime condition and includes both commuter travel and trips associated with ski area." On what basis were those 3 hours of March 15, 2018 determined to be a typical weekday wintertime condition?

Question 2: Related to the above, was data from any other days besides (March 15, 2018) used, in the derivation of the Delay and LOS in the "Table 2 Existing (2018) Peak hour LOS" on page 4, and in Figure 1 on page 5?

Question 3. The online LCC Draft EIS Volume 2 "Chapter 7: Traffic and Transportation," a document called "Gondola Base Station Traffic Analysis, 2020" is referenced several times. This reference document does not appear to be included in the online LCC Draft EIS. Is this document publicly available?

Question 4. The online LCC Draft EIS Volume 2 "Chapter 7: Traffic and Transportation," Table 7.4-7 presents Travel Time and Vehicle Backup Distances. Can the calculation or modelling results for how these values were derived for the Gondola Alternatives A and B be provided?

I appreciate UDOT's consideration of my comments, and any response to the above questions. Thanks for your hard work in dealing with a challenging situation.

COMMENT #: 13276
DATE: 9/3/21 11:54 PM
SOURCE: Website
NAME: Amalia Smith

COMMENT:

I love the gondola option - on such an avalanche-prone road people could still get up and down the mountain and overall it sounds safer and way more reliable. I often take the ski bus, and the drivers are great but some days the bus is very late so it makes it really hard to plan around my trip. I would absolutely use the gondola especially on snow days. Also, it is a pretty and fun way to see the beautiful canyon year-round.

COMMENT #: 13277
DATE: 9/3/21 11:55 PM
SOURCE: Website
NAME: Zach Hodgson

COMMENT:

Hello, I would first like to thank you for the work to draft the EIS. Our greater Salt Lake area is only going to get bigger and busier, which means that we need a year round transportation solution. The trailheads are getting busier and this will continue as more people explore and the outdoor community grows. I believe that the bus option is the best way to go. As long as there are parking spaces, there will be people willing to pay to park up at the resorts. And so without the reduction in parking spaces, whether it's by bus or gondola the canyons will get more crowded. I am for the bus because it will be a scalable, year-round solution to the issues our canyons face. My one critique of the bus option is that I would rather see a single lane expansion to the road with a flex lane for peak winter ski hours that allow for 2 lanes (one dedicated bus, 1 public lane) ascending the canyon in the morning with one return lane and opposite in the afternoon. The only way to make the bus efficient is to allow them to run independently of the public traffic. I would also support a push for the use of buses that use environmentally friendly alternative fuel sources.

I am opposed to the gondola as I think it is a rather extreme solution that is all or nothing. We still have an immediate problem that the gondola will take years to solve whereas busses can be implemented in the near future in combination with tolling. The gondola would run for less than half the year and is a rather involved solution for a problem that only occurs a handful of times each year. As a climber, I also would support the Bus option as it preserves more of the local climbing boulder problems that are of great recreational value that exists in LCC. I do not see a gondola assisting the dispersed canyon user as it will not be able to stop at trailheads, which will be essential as the number of hikers increases each year. This is best evidenced by the already packed trailheads in the summer. I think that more people would be likely to take the bus if it is a year round option that people are able to get in the habit of taking.

I could support tolling as an option, but have concerns that it will cause a back up in traffic as people stop pay the daily costs. I like the idea of a flexible/peak hour toll, but have concerns that it could cause a large financial burden for the weekend warrior who's only option is to ski during those peak hours. I would add as a personal note, the importance of recreational activities for stress and health maintenance and adding another financial barrier to enjoying the US Forest lands that an overwhelming majority of the recreational activities occur on, including the ski area of Alta. I think it would be great to have a local pass at a minimal price and charge daily users (primarily ski tourists) the daily toll fee. I would support a system similar to the National Parks annual pass system where a single pass is valid for 2 IDs and one pass is needed per vehicle. I believe that would allow for locals to share the place they love with loved ones from out of town while still encouraging tourists to take alternative routes.

I think part of the responsibility of the ski areas to their neighboring communities would be to provide shuttles themselves. They can customize and personalize the experience to their liking and help do their part in managing canyon traffic.

Lastly I have talked with friends from out of town and informed them of the situation. Every time, the main driver of travel method is simplicity (least # of transfers) and travel time. With the dedicated bus lane with select direct individual resort and trailhead buses, they buses will be able to efficiently manage and adapt to the dynamic challenge of managing traffic.

Lastly I realize that either option will have a visual impact on the canyon, but the gondola (especially if it is not running during the summer) will bring a tacky look to the dramatic and impressive geological

landscape. I believe that part of the LCC experience is the imposing wall at the mouth that open to sharp ridge lines that are surprisingly welcoming as you venture deeper into the canyon. The placement of a gondola would spoil the experience of driving through the mountains and keep a natural atmosphere that will nurture a respect for the lands that we are privileged to recreate on.

Thanks for listening, Zach. A fellow canyon lover.

COMMENT #: 13278
DATE: 9/3/21 11:56 PM
SOURCE: Website
NAME: Carston Oliver

COMMENT:

Thank you so much for all the thought and work that has gone into solving the traffic and transportation issues in Little Cottonwood. While I appreciate the great effort that has gone into this so far, I am truly concerned about the LCC EIS, as it is far too narrow in scope to truly address the issues in the canyons; and the preferred alternatives are unlikely to result in meaningful improvements to the traffic issues in the canyons, and certainly not without detrimental second order effects. These canyons are far too precious of a resource to put at risk with inadequately considered solutions to such complex problems.

To pretend that Little Cottonwood exists in a vacuum when seeking a solution is a fool's errand, as anything that happens to the traffic in that canyon will directly affect Big Cottonwood Canyon, and all the neighborhoods adjacent to the canyons. Additionally, any construction or infrastructure development will have a direct impact on watershed, recreation, wildlife corridors, and the entire look, feel, and experience of the canyons.

I do not support a gondola, nor do I support road widening or other infrastructure changes until there has been a study on the carrying capacity of the canyons, as well as an EIS that takes a holistic approach, looking at the entire Central Wasatch and surrounding municipalities as a system when considering any transportation solutions.

That said, in the short term we should be implementing low impact solutions such as tolling, adding more buses, giving priority to buses during peak usage, more comprehensive enforcement of the personal-car tire traction policies, incentivizing carpools, and optimizing bus routes/schedules to better feed passengers into the canyons from transit nodes throughout the valley. This is a combination that addresses the problem at lower costs and is a shorter term, scalable, mutable solution that can be adaptable as citizens' usage changes over time. It can also be implemented immediately, and act as a stop-gap to give enough time to do a more holistic EIS that looks at the actual carrying capacity of the canyons, and takes into account the entirety of the Central Wasatch and surrounding municipalities as a system, before jumping into any alternatives involving infrastructure development that could permanently damage the canyons.

Thank you again for all the time and effort that has gone into the EIS, I truly hope you will consider some low impact, quick to implement solutions such as tolling and optimized busses in the near term, and take a step back to give this problem the true time and consideration it deserves by looking at the entire system, rather than just one canyon, and err toward solutions that will protect the watershed, recreation, wildlife corridors, environment, and the entire look, feel, and experience of the canyons.

COMMENT #: 13279
DATE: 9/3/21 11:57 PM
SOURCE: Website
NAME: Drew Van Boerum

COMMENT:

We need the train and then a toll booth for the cars.

COMMENT #: 13280
DATE: 9/3/21 11:58 PM
SOURCE: Website
NAME: Ana Stamenkovic

COMMENT:

A gondola will displace so many native species to the canyons....gondola is not the answer nor is road widening. ELECTRIC BUSES. a toll. There are so many other options. Please don't do this to our canyons!

COMMENT #: 13281
DATE: 9/3/21 11:59 PM
SOURCE: Website
NAME: David Nilson

COMMENT:

I am against road expansion and gondola. We need to try other alternatives first before the costly and damaging options.

COMMENT #: 13282
DATE: 9/3/21 11:59 PM
SOURCE: Website
NAME: MichaelT Packard

COMMENT:

Comment to LCC UDOT by Michael T Packard. {More detail to follow}.

America's dire economic situation must be taken into account. paramount.
The national debt has skyrocketed in recent years and may pose a hazard of sudden massive economic collapse.

This after multiple massive economic shocks to our economy since 9/11.
Massive overlapping changes are being imposed on our way of life that will likely increase the cost of living and traveling.

Massive changes distortions in energy supplies.

Massive changes imposed on automobile availability by electric cars, whose future itself is cloudy due to key metals being manipulated by China.

Utah experiencing massive jumps in housing costs.

UDOT must continue to bring well designed and badly needed transportation projects to fruition on time and at reasonable costs.

Despite inflated claims to the contrary, UTA has done very poorly, after actual time focused data, when rail projects were accepted by the Regional Council, is analyzed. The original estimate for the Orem Provo BRT was only \$70 million in the 2004 Long Range Plan Update, versus \$210 million final.

Fine engineering and economic analyses are absolute prerequisites.

UDOT Project priorities:

Finishing the Bangerter and Mountainview Corridor "freeway" projects should precede the LCC project. Also, at least two East West connectors spanning the width of the SL valley in the south, is also needed.

Providing some level of uniform transit service vans in the Sandy Draper area and other parts of the underserved South western valley areas should also take precedence. [A similar sized area of Salt Lake above State St. has approximately two orders of magnitude greater service by UTA than the Sandy Draper transit desert].

America greatly needs profitable corporations and dependable employers.
Actions and customer services that lead to the highest possible profits to resorts should be factored in. Between resorts in both canyons and Park City

Considerations, warnings, in UDOT's dealings with UTA.

COMMENT #: 13283
DATE: 9/3/21 11:59 PM
SOURCE: Website
NAME: Anne Marie Wikstrom

COMMENT:

Greetings,

I don't believe either alternative is great.

Whether it's enhanced bus service or a gondola, the proposals do not take into consideration the reasons that so many people are driving and causing traffic congestion in the first place.

The majority of the traffic is caused by patrons of the ski areas, which lack substantial day use facilities and lockers, especially at Alta. Adding day use facilities at the resorts should be step 1 (of many) to encourage the use of public transit.

One of the largest traffic issues appears to be avalanche mitigation closures that cause traffic to back up. I believe snow sheds should be considered first (so that road closures are not needed, or at least far less frequently).

Another large cause of congestion is when vehicles that are not prepared to drive in a storm are allowed up the canyon. Traction laws should be in effect FULL TIME throughout the winter to reduce the number of ill-equipped vehicles sliding off the road and causing back-ups.

The ski resorts should also be on the hook for adding parking for their patrons (rather than the overflow into parking on the road). This might require parking garages, and they should be required to add those improvements because they are the ones who need to accommodate their guests.

The gondola is NOT needed year round, and does not appear to meet the needs of the community, nor preserves the values of the wasatch mountains.

By that token, if the lane widening will substantially impact the climbing community, I do not believe it meets the needs of the community or preserves the values of the wasatch mountains either.

I think more can, and should be done, to encourage carpooling and using existing public transit (with increased bus frequency and operating hours), as well as improvements such as snow sheds to reduce road closures.

Thank you for your time,

COMMENT #: 13284
DATE: 9/1/21 10:24 AM
SOURCE: Email
NAME: Katie Gresham

COMMENT:

Good Morning UDOT Team,
Please see attached public comment, responding to the Draft EIS, by Mr. Onno Wieringa.
We respectfully submit these comments for your consideration.

Feel free to reach out to me if you have any questions or if you need anything further.
Thank you,

August 23, 2021

Onno Wieringa
Leitner-Poma of America / Skytrac
Grand Junction, CO / Salt Lake City, UT

RE: Comments from Leitner-Poma of America regarding UDOT's preferred transportation alternatives presented in the Little Cottonwood Canyon Draft EIS.

Dear UDOT EIS Team,

On behalf of Leitner-Poma of America I would like to congratulate you for overseeing a thorough and thoughtful process. Your definition of the objective and analysis of alternatives is sensitive to the well-being of the Little Cottonwood Canyon and the residents of the Salt Lake Valley. Your process is truly addressing an urban transportation problem.

Background

From 1972-2016 I worked for Alta Ski Area in a variety of positions. In every job I worked closely with various crews of UDOT maintenance and avalanche forecasting and mitigation. Through my time there we would continually watch the weather and how it would impact the reliability, mobility and safety of our families, friends and guests traveling Highway 210. For about 30 of those years I worked with Bill Leavitt, Alta's Mayor, and he continually talked with me about how we had to evolve and do something different on Highway 210. Bill has since passed away however he would be proud to see UDOT on the verge of this decision. I think he would support Gondola B as a truly innovative and effective alternative that measures well with your objective of significantly improving reliability, mobility and safety on Highway 210. Leitner-Poma builds gondolas all over the world to help transportation planners mitigate problems using air space in congested situations. We have reviewed your EIS and feel that the Gondola B option best meets your objective. Below we will offer comment to support the Gondola B option.

Reliability

In UDOT's EIS, reliability refers to the degree of certainty and predictability in travel times. A gondola can continuously deliver UDOT's objective number of passengers/hour. Redundancies and back-ups designed into modern gondolas have been refined in installations worldwide from jungles to the Swiss Alps. These redundancies add certainty that the gondola can run continually and predictably. Another significant factor comes from the effects of weather. Gondolas designed for urban travel can operate in virtually any type of weather. Slow-downs or stops are usually brought on by either a built in safety or an operator who decides to wait a few minutes for the weather to calm down. Those few times are probably times when none of us would want to go anywhere in any kind of transportation.

Mobility

In UDOT's EIS, mobility refers to the ability and level of ease to travel on a transportation-related facility. Traveling with ease relies on using a transportation mode that has a predictable arrival and departure, is easy to use no matter what your ability level and makes you feel comfortable and safe. This description matches up well with Gondola B and would be a well-received urban amenity for Salt Lake residents and their guests.

Safety

Under separate cover, Frederic Demoulin from Leitner Poma will provide you with studies contrasting different modes of transport and their incident numbers. These numbers support the goodness of the Gondola B option when safety is an objective.

Our input on safety does not factor in avalanche exposure. As Highway 210 exists today, it has the highest Avalanche Hazard Index number of any highway in North America. More lanes of highway, more vehicles with more drivers and passengers would lead to a higher Avalanche Hazard Index number. The Gondola B option would essentially separate travelers from avalanche hazard by having an alignment that is out of the avalanche run-out areas or in the air, above

the run-out areas. Design of Gondola B would place towers either completely out of avalanche run-out zones, or if needed, designed for possible impacts.

Additional comments

Gondola B reliability should seldom, if ever, be effected by the never-ending efforts needed and put in by the hard-working UDOT maintenance crews.

Gondola B would reliably deliver UDOT's desired passengers/hour capacity with no additional chemical applications to Highway 210. Chemical applications are an essential tool for UDOT maintenance crews in their winter effort. More lane miles of pavement would logically equate to more chemical use.

Relative to Vehicle Back-up Distances, Gondola B would consistently deliver the UDOT desired passengers/hour eliminating those passengers from being in a back-up line.

Gondola B would easily meet UDOT objectives for not exceeding air quality standards and depending on the design chosen could operate with no fossil fuel burning drive components.

Gondola B would not exceed UDOT water quality standards in part by disturbing far less ground area and ultimately having the smallest ground footprint of any of the options being considered. With helicopter construction, the need for construction or maintenance roads is minimal, if any, depending the design and construction options chosen.

Currently UDOT is dependent on surplus military artillery as a key component in it's avalanche mitigation efforts. Gondola B operations would essentially not be effected by the artillery use or the dependency on the weaponry. The exception might be a precautionary temporary shut down during the actual firing time. A gondola could resume operations with no need to wait for snow and avalanche debris removal.

Emergency evacuation of Little Cottonwood Canyon, whether because of natural disaster or emergency declaration, could be greatly assisted and diversified with Gondola B in place. With Little Cottonwood Canyon having a dead-end highway, a second mode of transportation that could operate in virtually any weather at any time would seem to be a great asset for UDOT and public officials.

In closing, I would like to offer Leitner Poma for assistance of any kind that UDOT might need as they weigh their options. Personally I am excited and proud that for the first time since early in the 1900's when the rail line and train were taken out of Little Cottonwood Canyon, UDOT is on the verge of choosing a transportation option that is not asphalt.

Sincerely,

Onno



Onno Wieringa
Business Development & Special Projects

Leitner-Poma of America, Inc.
2746 Soeber Drive, Bldg A | Grand Junction, CO 81506
Cell: 970.312.6419 | Office: 970.241.4442 | onno.wieringa@leitner-poma.com



COMMENT #: 13285
DATE: 9/1/21 8:41 PM
SOURCE: Email
NAME: Joel Ban

COMMENT:

comments attached



Ban Law office PC

Serving the Environmental Public Interest Community

September 1, 2021

Little Cottonwood Canyon EIS

c/o HDR

2825 E Cottonwood Parkway, Suite 200

Cottonwood Heights, UT 84121

RE: FEIS Little Cottonwood Canyon EIS

Dear UDOT,

These comments are submitted in response to request for comment for the Little Cottonwood Canyon FEIS. The FEIS quantified the varying amount of greenhouse gases that the two main action alternatives would have on the environment. The statement stated that it is difficult to isolate and understand the impacts of GHG emissions for a transportation project. It chiefly found that GHG emissions would be marginally lower for the bus alternative compared to the gondola.

In terms of the construction there doesn't appear to be any analysis as to how the development processes (such as construction and actual development activities) themselves would impact their GHG footprint. This type of analysis would also be required. See also CEQ Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews, 81 Fed. Reg. 51,866 (Aug. 5, 2016) at 14 & 16 n.42 (stating that "NEPA reviews for proposed resource extraction and development projects typically include the reasonably foreseeable effects of various phases in the process, such as clearing land for the project, building access roads, extraction, transport, refining, processing, using the resource, disassembly, disposal, and reclamation").

While the FEIS studied how the alternatives may contribute to global GHG contribution there was no effort to determine how the impacts of global climate change will impact snow levels at the two ski resorts the two main alternatives will serve. This is a serious flaw in the analysis. Many other commenters have explained that the two alternatives do not serve as comprehensive transportation solutions in Little Cottonwood Canyon. They primarily serve as options to only serve two ski resorts and do not respond to the transportation needs of the canyon during the non-skiing seasons of the year. However, the FEIS does not even attempt to analyze how climate change will significantly reduce snowpack due to increased temperatures and how this will impact the overall purpose and need of the project. For instance, how will a significantly reduced ski season with markedly reduced snow levels (due to increased precipitation falling as rain) impact the need for a full-scale gondola or similar bus track?

The need for the project is stated in the FEIS to reduce traffic during peak periods due to increased population and reduce avalanche risk. The FEIS identifies decreased mobility in the AM and PM during peak travel periods as primary issues to address. As the population increases there will no doubt be increased pressures for efficient transportation in the canyon, however as temperatures increase there will be a corresponding reduction in snowpack levels and a shorter overall ski/snow season. How this will impact skier visitations was not analyzed whatsoever in the FEIS. This is a major deficiency in UDOT's analysis.

website : www.banlawoffice.com



Ban Law office PC

Serving the Environmental Public Interest Community

By midcentury, the U.S. could see 90 fewer days below freezing each year, according to a 2016 study published in the *Journal of Climate* and based on data from the federally funded North American Regional Climate Change Assessment Program. Nearly all ski areas in the U.S. are projected to have at least a 50% shorter season by 2050, according to a 2017 study funded by the Environmental Protection Agency and published in the *Global Environmental Change* journal. The Western U.S. already has decreased snow levels due to winter precipitation falling as rain. Fyfe et al 2017, Knowles et al 2006. Historical data shows that many Utah ski resorts are warming faster than global averages, and that trend is likely to continue in the future.

<https://www.usu.edu/today/story/climate-change-in-utah-will-require-ski-resort-adaptations>.

Around the world, scientists are seeing high-elevation environments warming faster than sea level. Id. Climate projections show that minimum temperatures are expected to rise during the prime ski season of December-March by up to 10 degrees in Northern Utah. Id.

NOAA data indicates that the CONUS snow to rain ratio of precipitation has moved mostly toward rainfall and away from snowfall between 1949 and 2016. *Climate and Skiing*, Michon Scott, <https://www.climate.gov/news-features/climate-and/climate-skiing>. One hydrologist, Brian McInerney stated, "We anticipate that situation to evolve to 2100 where we'll just have rainfall. Id. The upper elevations of the Uinta Mountains may have snow, **but the Wasatch Range will be snow free.**" Id. Under both scenarios, winter season length could be cut short by more than half in some locations as soon as 2050. Id. Shorter ski seasons "could result in millions to tens of millions of foregone recreational visits annually by 2050, with an annual monetized impact of hundreds of millions of dollars." Id.

Rachel Hager of Utah State University just finished a thesis on *Understanding Climate Change Impacts and Adaption Potentials at Utah Ski resorts* (2021). She found that under a high emissions scenario temperature will increase by 6.0 deg C by 2100 at Northern Utah ski resorts during the Dec to March period. Many Utah resorts are in fact warming faster than global averages. Spring snowmelt is already occurring 2 to 4 weeks earlier than 1900 (Dawson and Scott 2013; Hoerling et al 2013). These changes impact the resorts bottom line as others have found that changes in snow quality/quantity as well as timing of snow have severe impacts to ski resorts. Gilaberte-Burdalo et. al 2014). Park City Mountain Resort found that by 2050 the snowpack will be 27 to 43% smaller and will resort in a 27-to-66-million-dollar losses in income. The shorter skiable snow seasons will impact thanksgiving and spring breaks which are the most profitable weekends in Utah. Leaver 2020. So far, low snow years have resulted in 7% decrease in skier visits.

Of course, as temperatures increases, and snowpack decrease this number of decreased skier visits can be expected to increase. These decreases in ski resort profits are directly tied to skier visitation rates that will decline even as overall population increases in the area. The overall purpose of need of the project appears to only be based on current traffic patterns but these patterns weren't linked to what overall ski demand will be like in a shorter ski season with much less snow. Particularly, due to the prolonged timeline for such a resource intensive project this type of analysis is critical so that the public has a clear understanding of what is being proposed. After all, the project will not solve any transportation problems in LCC in the next few years, but more in the long term, which are predicted to be especially lacking in snow. This undermines the entire purpose and need of the project.

website : www.banlawoffice.com



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Although there are several ways that ski resorts can deal with reduced snowpack, such as artificial snow making, they are imperfect solutions since snow making is only viable at -5 deg C. Other problems of snowmaking are that it is more expensive in warmer temperatures. Stanchak 2002. The ski resorts are also attempting to diversify their offerings to more of a 4-season model, however the proposed alternatives are a non starter on this front since they only address wintertime transportation problems.

This means that as soon as the proposed project is completed by 2050 the ski season could be half of what it is now. It leads to the question why build this transportation "solution" for a ski season that will be barely 2 to 3 months by the time its completed. The season will be much less or nonexistent by the end of the century. The FEIS does not even attempt to look at the need for this project in light of the expected impacts of increased temperatures on expected lower snowpack levels. Similarly, as the Great Salt Lake levels are greatly reduced from the past this will also lead to potential decreases in snowpack. The GSL's contribution to the lake effect snow is a widely known fact though the percentage of contribution to area snowpacks is subject to some debate. The FEIS does not consider this issue either.

Among the reasons to not implement either of these alternatives is that it would make little sense to develop the expensive and environmentally destructive infrastructure for transportation projects that serve ski resorts with greatly reduced snowpack. The demand to recreate under such circumstances will be greatly reduced from what that demand is now. Population increases aside there has already been decreases in visits due to this problem. By the time these transportation projects are even done the changes described above will have manifested to a much greater degree than present, but by the end of the century the viability of skiing overall could be non-existent. As one expert indicate the Wasatch could be free of snow. This would make this entire project the proverbial "road to nowhere". The EIS must analyze this issue under NEPA so that the public and key decision makers have a clear understanding of how climate change will impact the future of skiing in LCC.

Sincerely,

/s/ Joel Ban

website : www.banlawoffice.com

COMMENT #: 13286
DATE: 9/2/21 10:48 AM
SOURCE: Email
NAME: William Hanson

COMMENT:

I have attached my comments on the Little Cottonwood Canyon Environmental Impact Statement Preferred Alternatives.

Thank you for allowing me to comment and, as important, reading my comments.

William F. Hanson

**LITTLE COTTONWOOD CANYON ENVIRONMENTAL IMPACT
STATEMENT**

COMMENT ON TWO PREFERRED ALTERNATIVES IDENTIFIED IN DRAFT EIS

I'm William Hanson. I've lived in Salt Lake County all my life, and in east Sandy since 1971. Over my seventy-four years, I've visited Little Cottonwood Canyon countless times. I've climbed most of the peaks that surround it. A few weeks ago, I again climbed Superior Peak, which overlooks Alta. A week or so ago, I hiked into a side canyon I won't name because of the solitude I find there. Yesterday, I hiked to Maybird Lakes, located northeast of the Pfeifferhorn. And, before the Summer ends, I plan to climb White Baldy, the only peak on the south side of the canyon I haven't climbed.

Since I learned to ski sixty-nine years ago, I've skied many days at both Alta and Snowbird ski resorts. I became an expert skier along the way, although my limited retirement income sometimes keeps me off the slopes these days. As a result of my vast exposure to Little Cottonwood Canyon, I've gained significant experience with its traffic patterns, including recent ones.

I've noticed that the Little Cottonwood Canyon road is rarely, if ever, congested in late Spring, Summer, and early Fall. My family and I regularly participate in Snowbird Ski resort's Fourth of July celebration. Although many others do the same, I've never seen any resulting road congestion and, although Snowbird's parking areas are then widely used, I haven't seen them at full capacity. I also regularly on hike trails near Alta Ski resort. Its parking lot typically contains a dozen or so vehicles in the large space it occupies, and many of them are owned by the resort. Although there is sometimes roadside and parking lot congestion near the White Pine/Red Pine trailhead, I haven't noticed any resulting travel congestion. And yesterday, when I parked there before my hike to Maybird Lakes, the trailhead parking lot contained only a few vehicles. Other than those examples, few people and, as a corollary, few vehicles, visit Little Cottonwood Canyon in non-snow months.

The point of all this is to remind you of something you already know - that heavy vehicular traffic in Little Cottonwood Canyon is almost exclusively a Winter phenomenon resulting primarily from the need for skier, snowboarder, and ski-resort employee access to the ski resorts. It's true that backcountry skiers and Winter hikers also use the road in Winter, but I suspect that their numbers are dramatically fewer than those who use it to access Snowbird and Alta ski resorts.

It follows, then, that the ski resorts and those who visit them should bear most, if not all, of the costs of facilitating easier access to their Winter services, whether by gondola or enhanced bus service with a second uphill travel lane. And, of course, the ski resorts can, over time, recoup most of those costs through earnings from the services they offer.

Others who don't or rarely use ski resort services, particularly Salt Lake County taxpayers who don't or rarely visit Little Cottonwood Canyon, should not bear that burden.

Moreover, neither a gondola nor a second uphill travel lane will be needed in non-winter months. Those who want to participate in Snowbird's Fourth of July and Octoberfest celebrations might choose to ride a gondola, but few others will do so, particularly those who visit places not accessible by gondola, including the Red Pine/White Pine trail head, the climbing routes near the mouth of the canyon, and other less-used side canyons. Their tax dollars should not be used to construct, maintain, and operate a gondola. And Salt Lake County residents as a whole should not except to the extent they individually pay to use it.

In summary, Salt Lake County residents should not be required pay for the construction and operation of a gondola except through fees charged for their individual use of it. Otherwise, their tax dollars will largely benefit Snowbird and Alta ski/snowboard resorts. Moreover, even if those resorts are willing to bear the initial cost of its construction and operation, a gondola, with its supporting structures and overhead cables, would mar the beauty of Little Cottonwood Canyon and render parts of it useless. Instead, it would become a tourist attraction that benefits the ski resorts and their patrons, rather than the citizens of Salt Lake County.

I do see, however, some advantages to Salt Lake County residents and out-of-state visitors resulting from the "Enhanced Bus with Roadway Widening for Peak Period" alternative. The Little Cottonwood Canyon road can be widened to three lanes in places where traffic typically congests, such as its steeper parts. On snow and heavy-traffic days, busses only should be allowed to use the third lane, and hefty fines should be paid by others caught using it. Road-side cameras can also dissuade private vehicles from using that lane at those times.

On days when heavy-snow and heavy-congestion combine, as happens on many "powder days", that congestion can be reduced by requiring drivers of private vehicles to pay a fee as they enter Little Cottonwood Road. UDOT can recoup those fees electronically as those vehicles enter the Canyon. Moreover, each vehicle should carry a UDOT-issued window sticker certifying that its tires are up to the task.

For the reasons stated above, I am not in favor of any gondola-related alternative, including the "Gondola B (from La Caille)" alternative. I am in favor of the "Enhanced Bus for Peak with Roadway Widening for Peak Period" alternative, depending on the final estimated cost and the implementation of my vehicle fees recommendation.

Thank you for allowing me to comment on the two proposed alternatives.

COMMENT #: 13287
DATE: 9/2/21 2:19 PM
SOURCE: Mailed
NAME: Randy Eves

COMMENT:

**Little Cottonwood Canyon Transportation Alternatives
Draft EIS Public Comment**

Being a native of Utah and Salt Lake County, a skier, and a resident of Sandy since 1975, I have always had an interest in the Wasatch Mountains. Skiing, climbing, hiking, camping, biking, or going to the mountains to chill or have a picnic...all of these activities right in our backyard. The nearby mountains and canyons are phenomenal. They are readily accessible to those of us that live here. More and more people move here from out of state as they discover the vast beauty and lifestyle of Utah.

Those who do not live here are guests, visitors, and tourists which need to be treated with respect. But for those of us who do live here, we need to take care of our state by being excellent stewards. We don't want to be left cleaning up the mess after the guests, visitors, tourists (party revelers) have had their fun and gone home. The state we live in year-around needs to be sensitive to these folks, and accommodate them within reason, but they should not dictate, mandate, or require change that adversely changes our way of life or the culture. When that happens, we will no longer have the very attributes, charm, or character that brought them here in the first place. We need to manage the state to meet our needs, who we are, and what we want to be. We aren't Europe, we aren't Scandinavia, we aren't South America, we aren't New Zealand or Colorado...WE ARE UTAH and we happen to have THE GREATEST SNOW ON EARTH as well as THE BIG FIVE National Parks. We need to continue to create our own identity and protect the entire state, including the Wasatch mountains and canyons, for our children's and grandchildren's future enjoyment. We need to manage our state to meet our needs and wants rather than become an oversized version of Jackson Hole, WY or Ketchum, ID where the uber rich come to recreate and then leave. Today, only the rich can afford to live in those communities, but those who serve them, the locals, cannot. Park City, Alta and Snowbird have already achieved this status. Do we wish this upon the state in general? I hope not.

With the increased attention both Little Cottonwood Canyon (LCC) and Big Cottonwood Canyon (BCC) have recently received due to growing use and traffic issues, it is time for me to speak out. We are on the verge of altering the character and beauty of one of our greatest resources, LCC—we need to tread lightly. Are the two proposed LCC transportation alternatives the best direction for the community...all for 30 days of LCC "rush hour"?

For many months there has been considerable discussion and debate about proposed changes to transportation in LCC. UDOT has spent who knows how much time and money researching this problem. The Central Wasatch Commission (CWC) has held numerous meetings on the topic. And, I would think the Wasatch Front Regional Council (WFRC) is in the loop too. Locals and visitors have their opinions and have debated what the best or the right solution is ad nauseum. Newspaper columnists have become "experts" and aired their thoughts. And the governor and Salt Lake County mayor have chimed in with their opinions. It's a hot topic!

Transportation in LCC and the use of LCC is a huge dilemma and there is not a simple clear-cut answer. Difficult choices, all with consequences. UDOT, by assignment, and after years of study, has arrived at their two preferred alternatives and revealed them to the public,¹⁾ Enhanced Bus with Roadway Widening for Peak-Period (Shoulder Lane) in LCC, and 2) Gondola B (From La Caille) with Bus From Mobility Hubs, No Additional Roadway Capacity in LCC. UDOT is one step away from moving on to the next phase. Yet, both of these alternatives do not address larger big picture concerns such as what is the human capacity of LCC or how do LCC recreators and businesses fit into the larger Wasatch Front puzzle? LCC is one small piece in a big complex Wasatch Front puzzle. What is the master plan for the Wasatch Front? Then, how does LCC and the traffic dilemma fit and relate to that overall plan?

How many people can LCC handle? What is its human capacity? Whether it be resort skiers, backcountry skiers, or summer's campers, hikers and recreators, what are the canyon's limits? Over time, are we, the residents and stewards of this natural resource, willing to subject LCC to *unlimited* use

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Little Cottonwood Canyon Transportation Alternatives Draft EIS Public Comment

by locals and visitors, and the resulting degradation of both the environment and the experience which is the very reason we go there in the first place? I don't hear any discussion of the "The Human Capacity" of the canyon? Or, who is responsible for defining it, or determining what that capacity is, or enforcing it.

Who decides when there are no more up canyon vehicles or when the proposed gondola should quit loading and sending additional passengers? When is the canyon "sold out"? Since they are the immediate monetary benefactors of canyon traffic, what do Alta and Snowbird "think" the "human capacity" of the canyon is? Is it limited only by how many ski passes they can sell, how many hotel rooms they can fill, or meals their restaurants can serve? Is "human capacity" having a solid 30-60 minute lift line of skiers at every lift, every day of the week, 95% sell through of hotel rooms, and every dining table filled—you get the picture. Something tells me their definition of "human capacity" is different than yours, mine, or environmentalists. Is the fox managing the chicken coop? I would expect there is no "more" that is enough for the resorts. They have to be excited about gaining approval for either of the LCC transportation alternatives, particularly if it is paid for by the public, or, even if it is subsidized by us—more on this later. The prevailing attitude seems to be that there is no such thing as "human capacity" and more like, how many people can cars, buses, gondolas, trains etc. stuff up the canyon without any consideration for the canyon or the outdoor experience.

For skiers/snowboarders, what is an acceptable lift line length? No line, 5 minutes, 15 minutes, 30 minutes, one or two hours? Does this apply for powder days, weekdays and/or weekends? While more is better for the resort owners, more skiers/snowboarders result in a poorer quality experience for the participants. There's a delicate balance between maximum use and abuse. What is the tipping point? Who monitors that tipping point?

Similarly, in the summer, what about day visitors and campers that can't find a picnic table or camp site? What about a traffic jam of hikers going to and from Red Pine Lake or making their way to Catherine's Pass? I question whether acting on either transportation alternative #1 or #2 is appropriate before LCC's "human capacity" limits are determined. UDOT has the capacity to build anything, but do the communities and their leaders really know what they want them to build? I suspect the cart is before the horse here. Reference the Central Wasatch Commission's (CWC) statement, [Pillars for Transportation Solutions in the Central Wasatch Mountains](#), dated June 7, 2021, which includes comments from Wasatch Front and Back community leaders who feel they have a stake in what happens. A copy attached at the back of these comments. UDOT's solution to the LCC traffic situation feels a bit too much like, "fire, aim, ready."

Reportedly, there are about 30 days per season that constitute "Peak-Ski-Days" in LCC. Dare I call this "rush hour", something everyone, even non-skiers/snowboarders understand. These days are typically Fridays, Saturdays, Sundays, and/or holidays. In terms of canyon traffic patterns all of these days should be pretty predictable. Sunny days are a bonus and will increase traffic. The real unpredictable game changer are days where there is a significant amount of freshly fallen snow. POWDER! Any day with powder will see a surge in LCC traffic. The bigger the storm, the more traffic there will be as skiers and snowboarders alike race up the canyon in search of a patch of untracked powder. Put a POWDER day on top of a "Peak-Ski-Day" and it is a recipe for chaos in the canyon.

LCC is blessed and cursed with steep avalanche prone terrain. Expert skiers love the challenge of the steep and deep while avalanches jeopardize their and everyone's safety. On snow days, the first and foremost important responsibility is to clear SR 210 and mitigate potential avalanches in LCC and throughout the resorts. UDOT's advance preparation and ability to mitigate or clear avalanches in the canyon once they have occurred is to be commended. This skill has been acquired over years and years of experience. The same can be said for Alta and Snowbird's ski patrols. Safety first. Oft times this

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safety first policy delays vehicles from venturing up the canyon until the danger has been removed. This can create long lines of vehicles from the mouth of LCC out into the valley. It is unavoidable and the proposed Gondola B alternative is not going to solve this problem because the gondola is not going to run when there's avalanche control work going on.

The topography of LCC is natural. Snow is natural. Avalanches are natural. And oddly, "rush hour" is natural all around the world. Albeit a manmade phenomenon. In LCC there are only about 30 days in the winter when travel is particularly onerous. What is not natural is the expectation that if we throw enough money and engineering at this particular problem, we can make it go away. Vehicles will still travel up and down the canyon for a variety of reasons once the road is cleared. Snow will continue to fall in LCC and due to the steep canyon walls avalanches will continue to swoosh down the mountainside. The Gondola B alternative is an expensive Band-Aid® while the proposed Enhanced Bus and Roadway Widening seems extreme considering how few, if any, other solutions have ever been tried to solve the problem. We are only talking about 30 days a year of LCC "rush hour"—and if climate change continues in the direction it has been going as of late, it could be less than that in the future.

"Rush hour" occurs daily along freeways and arterial roads of the Wasatch Front, and pretty much anywhere else around the world where there are concentrations of people traveling to some destination. Pick any large city—or how about the summer crowds in Yellowstone, Zion, or Arches National Parks to name a few.

There are many more pressing traffic problems that impact 1,000s of lives along the Wasatch Front, every day, than the few people impacted during those 30 winter Peak-Ski-Days in LCC. One such problem that has existed for decades is the lack of expeditious east/west travel across the Salt Lake Valley. Except for I-80 and S.R. 201 there are not any stop-light-free roads, or highways, to transport 1,000s of daily east/west commuters across the valley. The accumulative total time lost by LCC skiers/boarders stuck in their version of "rush hour" is a fly speck when compared to the time lost on a daily basis by commuters across and around the Wasatch Front. There are many more pressing traffic problems which have a daily impact on a far greater number of lives than the LCC problem. I find it difficult to rationalize the expense of \$500 to \$600 million, plus the annual maintenance expense, to address a seasonal 30-day problem in LCC. The expense and benefit are disproportionate to the problem in the greater scheme of things. There is obviously a problem, but the expenditure is out of line.

Heaven forbid that a few recreators should wait an extra 30 minutes to travel up canyon while there are 1,000's traveling on clogged freeways and highways elsewhere. Perhaps that extra 30 minutes of anticipation by skiers/snowboarders actually makes those first tracks on the slopes even sweeter.

I ski 50-60 times a year and lay down in excess of 1,000,000 vertical feet. I typically arrive at Snowbird or Alta between 10:00 a.m. and 11:00 a.m. Intentionally I avoid weekends and holidays. I can only recall being caught in one traffic jam a couple of years ago, and that was attributed to the canyon being closed earlier in the morning for avalanche work. I hear comments all the time from other skiers with similar travel schedules that have also never encountered the nasty traffic jams that get talked about. Last year (2020-2021) there were a couple of days when the whole canyon was shut down for the entire day due to too much snow and severe avalanche danger. Nobody goes up canyon those days and that's fine, it is too dangerous.

Is the squeaky wheel getting the \$500-\$600 million grease? Please spend the tax payer's dollars where it will do the most good for the greater population.

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With that said I would like to address UDOT's two preferred transportation alternatives for LCC. If something must be built, frankly, I'm not a fan of the Gondola B alternative for a litany of reasons. As I analyzed the data in UDOT's documents about the Gondola B (from La Caille) with Bus from Mobility Hubs, No Additional Roadway Capacity I was not overwhelmed with the proposal at a cost of \$592 million. I suppose I'm more of an enhanced bus service proponent, and even then, have concerns about the proposed solution and why other measures haven't been implemented previously. I feel there are a variety of other steps that could be taken to make traveling up the canyon in winter more effective and expeditious and be less impactful or invasive to the canyon than a four lane highway. Yet, none of those steps, to my knowledge, have ever been used. Below are my thoughts.

Gondola B (From La Caille) with Bus from Mobility Hubs, No Additional Roadway Capacity in LCC \$592 Million

First, and foremost, I do not think a gondola should run the length of LCC and out into Salt Lake Valley due to the esthetics of it. The 21 towers ranging from 131 feet to 262 feet in height with gondola cars dangling from cables would be a scar in this pristine alpine setting. It is not sexy, cool or charming as proponents would like us to believe. The use of slick videos, artificial four-color photos, and carefully worded statements by "respected" individuals, along with other forms of hype are merely *marketing*. There's a lot of money at stake here which has a tendency to bring out the worst in people. And the Gondola B alternative has truck loads of money from a variety of sources driving it.

On a crisp winter day as I stand on top of the Regulator Johnson ski run at Snowbird and look west over the resort and down into the Salt Lake valley there is a natural beauty to the steep rugged granite walls trimmed by pine trees and aspens that have been dusted, or buried, with snow. It's a most rare, precious, and spectacular sight. Similar things could be said about views from Alta looking across the valley to Mount Superior. The canyon should not be goobered up with a gondola. A gondola would be a distraction of epic proportion to this postcard picture perfect natural wonder. The towers and gondolas are visually obtrusive and would be an eyesore that never goes away. An out of business gondola in the Moab area is evidence of that. I don't have a problem with gondolas being used within a ski resort as a transportation vehicle like the Aerial Tram at Snowbird. It is somewhat expected. But imprinting man's mechanical engineering prowess over 10 miles of this revered mountain landscape with Erector® set like metal towers and a plethora of gondola cabins would be catastrophic. The loading/unloading terminals at Snowbird and Alta aggravate the eye sore. My kids and grandkids deserve to see a preserved and natural LCC with a minimum of man's footprint on it.

The extension of the proposed gondola out of LCC into CW Management's LaCaille Center—Villages would be an additional eyesore as it travels over the foothills and S.R. 210. It would also be a potential distraction for drivers as they gaze up at the gondolas passing overhead to see who is sitting inside.

All the current hubbub about existing traffic congestion at the mouth of LCC on prime ski days, which includes fresh powder days, Fridays-Saturdays-Sundays and holidays, will only be exacerbated by the introduction of a gondola, a bus mobility hub, and a parking structure. Imagine any one of those "Peak-Ski-Days" where the parking structure is full of cars belonging to, 1) employees of Alta and Snowbird, who oh-by-the-way will not be returning until after their shift is over and they've skied a lap or two, and 2) skier's/snowboarder's vehicles who will not be back for three or four hours, at minimum, while they are transported up and down the canyon and ski for an hour, or two, or three—maybe even all day. Available parking stalls will be limited to how fast parked vehicles leave, or turnover. There is no data provided by UDOT or in CW Management's proposal that indicate the turnover rate.

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Due to the lack of available parking, there will be a large number of cars aimlessly "wandering" around the parking garage and Little Cottonwood Canyon Road "knowing" that a parking place will free up any minute—but not really. Due to normal vehicular flow up canyon, in addition to the "wanderers", traffic congestion at the mouth of the canyon will be much worse, not better. Add to this, buses which are coming and going all day long and cars dropping off passengers to ride the gondola. The mobility hub, the gondola, and the parking structure individually and collectively will put an enormous strain on the roads and neighborhoods. Perhaps concentrated chaos? I read in a Deseret News article dated July 14th that the parking garage was going to have 1,800 stalls. The additional 300 stalls only compounds the situation.

The proposed Gondola B alternative is capable of handling 1,050 passengers per hour, max. Gondola cabins cannot be added and the speed cannot be increased. According to a now retired former Snowbird Tram operator I spoke with a couple of years ago, Snowbird found out there was a limit to how fast they could run their Aerial Tram because running at a higher speed increased the need to make repairs and service the equipment. They opted for a slower speed, fewer skiers on top, and fewer repairs. The additional repair and service costs were not worth the minimal increase in the total number of skiers delivered to the top of the mountain during the course of a day when running at full speed. So, if the Gondola B option were selected it can potentially transport 1,050 passengers, and only 1,050 an hour. It's fixed! The questions then become, how many passengers arrive at, or are delivered to, the proposed mobility hub in anticipation of riding the gondola up LCC, and can the gondola handle that load?

A ski bus can handle 41 passengers when "full", or 56 when passengers are "crushed" into a bus. "Crushed" is a UTA passenger measurement term for maximum capacity. Using the lower figure of 41 passengers per bus, and knowing there are only six buses/hour from the Gravel Pit and six/hour from the 9400 South parking lot, as projected in the DEIS, these 12 buses potentially will deliver 492 skiers/snowboarders to the gondola every hour during the "3 Hour-Peak-Capacity" window on "Peak-Ski-Days". In a "crushed" environment, which is likely to happen on "Peak-Ski-Days", that "crushed" capacity number is 672. This is 64% of the hourly capacity of the gondola's 1,050 passengers.

Sometime in the future, as skiers/snowboarders increase at Alta and Snowbird, let us assume one additional bus is added from both parking lots to offer better service. The new "crushed" capacity becomes 784. This is now 75% of the gondola's hourly capacity. Buses can easily be added to offer more frequent deliveries to the proposed gondola, but the gondola's capacity remains constant. It's fixed. The gondola is a Band-Aid®, not a solution to the LCC transportation dilemma and an inherent flaw. The number of passengers it handles cannot be expanded.

Arriving Bus Passengers per hour (6 or 7 buses). "Full" Capacity vs. "Crush" Capacity

Parking lot location	Buses per hour	"Full" capacity Pssngs/bus	Total "Full" capacity Pssngs/hour	"Crush" capacity Pssngs/hour	Total "Crush" capacity Pssngs/hour
Gravel Pit	6 or 7	41	246 or 294	56	336 or 392
9400 South	6 or 7	41	246 or 294	56	336 or 392
Total	12 or 14	41	492 or 588	56	672 or 784

In addition to passengers arriving at the mobility hub via bus, there are skiers/snowboarders arriving to park their vehicles in the 1,500 parking stall garage. For this exercise, since no turnover rate for the parking stalls was provided by UDOT, let's assume 500 vehicles, or 1/3 of the parking stalls, are available each hour early in the morning, or free up each hour, that's (500 x 1.9 skiers/car = 950 skiers/hour). These 950 "vehicle" passengers plus the "bus" passengers total 1,442. This is 392 more than the gondola's capacity. What happens to these passengers?

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Per UDOT's DEIS, each gondola can hold 35 passengers. At 35 passengers/gondola this equates to a 22 minute "lift" line after the first hour if no additional passengers show up and the gondolas depart every two minutes, also per the DEIS. Unfortunately, additional gondola riders are arriving at the rate of 24 per minute. If this passenger load continues during the "3 Hour-Peak-Capacity" period there will be an excess of nearly 1,200 disgruntled gondola riders milling around waiting for a ride up the canyon (that's over an hour wait to board the gondola). If the buses are filled to "crush" capacity, the problem will be worse. Much worse! After the first hour there's a 32 minute "lift" line, 64 minutes after the second hour, and 98 minutes after the third. I would think the next time the skier/snowboarder heads up LCC they will bypass the gondola and instead drive up the canyon in their vehicle—it will be faster. At which point the gondola *falls* because even though there may be vehicle congestion in LCC, cars are faster up canyon during "3 Hour Peak Capacity" on "Peak-Ski-Days" than the gondola. And, anxious skier/snowboarders "know" the fresh powder is getting skied out every minute they are waiting in a "lift" line. How soon will there be a cry for a second gondola up LCC because the existing gondola can't handle "rush hour"?

Additionally, should bus service from both parking lots ever be expanded to 7 buses per hour, the failure increases by 82 passengers per hour, and 248 over the 3 Hour Peak Capacity time line.

Arriving passengers during 3 Hour Peak Capacity with "Full" Bus Capacity

3 Hours of Peak Capacity	Pass./ vehicle	1/3 of Parking Stalls avail./hour	1/3 of Capacity Arriving Parking stall Pass./hour	Arriving Full Bus Pass./hour	Arriving Full bus + Parking stall Pass./hour	Max. Gondola Capacity	Pass. in excess of Gondola capacity
1 st hour	1.9	500	950	492	1,442	1,050	392
2 nd hour	1.9	500	950	492	1,442	1,050	392
3 rd hour	1.9	500	950	492	1,442	1,050	392
							1,176

Arriving passengers during 3 Hour Peak Capacity with "Crush" Bus Capacity

3 hours of Peak Capacity	Pass./ vehicle	1/3 of Capacity Parking Stalls avail./hour	1/3 of Capacity Arriving Parking stall Pass./hour	Arriving "Crush" Bus Pass./hour	Arriving "Crush" bus + Parking stall Pass./hour	Max. Gondola Capacity	Pass. in excess of Gondola capacity
1 st hour	1.9	500	950	672	1,622	1,050	572
2 nd hour	1.9	500	950	672	1,622	1,050	572
3 rd hour	1.9	500	950	672	1,622	1,050	572
							1,716

I would add that I don't think once the parking garage is full, the hypothetical turnover of 500 parking stalls in a 1-hour period, or 1/3 of the parking capacity, is achievable any time before noon. A good portion of the spaces will be occupied by Alta and Snowbird employees and the remaining spaces will be filled by skier/snowboarder vehicles whose occupants will ski/snowboard for a couple hours minimum after the 9:30 a.m. resort opening. Add a 27 minute gondola ride down the canyon to the two hours on the mountain and that brings you to noon or later. On "Peak Ski Days" during the "3 Hour Peak Capacity" period, the gondola alternative cannot solve the very problem it was meant to. Because of the proposed gondola's inability to handle the number of people showing up for a ride, it creates another whole set of problems which will simply be resolved by skiers/snowboarders bypassing the nearly \$600 million dollar "solution" on their future trips up LCC. As mentioned earlier, vehicles are lingering in the parking garage and on S.R. 210 while they wait for the parking space, they "know" is going to become available any moment.

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In a second scenario, let's assume buses are coming from both parking lots at 50% of "full" capacity—unlikely during the 3 Hour-Peak-Capacity period on "Peak-Ski-Days". They will deliver 246 passengers/hour. Let's also assume only 25% of the parking stalls are available, or are turned over, every hour ($1,500 \times .25 = 375$ vehicles $\times 1.9$ passengers/vehicle = 713 passengers). The 246 bus passengers plus the 713 parking stall passengers total 959. This accounts for 92% of the gondola's hourly capacity and assumes there are no drop offs. A slow day, or perhaps more representative of usage on a normal weekday, not a "Peak Ski Day" and the gondolas are nearly full, but the good news is they are handling the load (but with only 3 extra seats per gondola). They would also be capable of handling the load if bus service was expanded to 7 buses per hour from both parking areas (but with only 1 extra seat per gondola).

Arriving Bus Passengers per hour (6 or 7 Buses) @ 50% Capacity

Parking Lot Location	Buses/hour	50% of "Full" capacity Pass./bus	Total 50% of "Full" capacity Pass./hour
Gravel Pit	6 or 7	$50\% \times 41 = 20.5$	123 or 143
9400 South	6 or 7	$50\% \times 41 = 20.5$	123 or 143
Total	12 or 14	$50\% \times 41 = 20.5$	246 or 286

Arriving Passengers with 25% of parking stalls available/hour and Buses at 50% of "Full" Capacity

3 Hours of Peak Capacity	Pass./vehicle	25% of Parking Stalls avail./hour	25% of Arriving Parking stall Pass./hour	Arriving 50% of "Full" Bus Capacity Pass./hour	Arriving 50% of "Full" Bus + Parking stall Pass./hour	Max. Gondola Capacity	Pass. in excess of Gondola capacity
1 st hour	1.9	375	713	246	959	1,050	-91
2 nd hour	1.9	375	713	246	959	1,050	-91
3 rd hour	1.9	375	713	246	959	1,050	-91
							-273

One last scenario to consider. On an hourly basis, when buses are 31% full (153 passengers) and if 31% of the parking stalls are turned over ($465 \times 1.9 = 884$ passengers) there are 1,037 gondola passengers. Add to that, 13 additional skiers/snowboarders dropped off at the mobility hub and the gondola is always at capacity. Anything greater stresses the system. That's a pretty low percentage number to achieve maximum gondola capacity.

The whole point of the proposed gondola option is to solve the "rush hour" problem of those 30 "Peak Ski Days" a year and reduce the number of cars in LCC. It falls well short of this challenge. During the first "3 Peak-Capacity-Hours" of "Peak-Ski-Days" the gondola will be overrun and add a new dimension to the mayhem at the mouth of LCC—both vehicular and patrons. The parking garage can only hold 1,500 vehicles and each parking space, once filled, will be occupied for hours. The gondola can handle the passenger volume on slow days, but only with a few passengers per gondola to spare. It offers no ability to expand for future growth. More gondola cabins cannot be added and it cannot run at a faster speed without greater wear and tear on the equipment. The proposed Gondola B option looks good on paper and is being heavily hyped by proponents, but it fails on every "Peak-Ski-Day". Skiers/snowboarders will not put up with the 32 to 98 minute "lift" line and the problems associated with the gondola system on "Peak Ski Days". They will be back in their reliable vehicles in no time, and the gondola will become a novelty ride like at a theme park.

Scott Anderson, President and CEO of Zion's Bank, in his Salt Lake Tribune article on August 19, 2021, entitled, "LCC Congestion Demands a World Class Solution" totally misses the mark and misleads the

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public when he deviously states, "Building the proposed gondola would remove up to 1,400 vehicles from the canyon **per hour** (emphasis added) on the busiest days. ..." He's correct, but only for the first hour. Vehicle turnover after that will be negligible.

An important factor in bus transportation relative to skiers/snowboarders is the number of transfers from vehicle to vehicle necessary to arrive at the final destination. Lugging gear from their vehicle, to a bus, and then to a gondola is pushing it, I would think. Every transfer is an additional deterrent, so the more transfers there are between modes of transportation, the more it negatively affects ridership. A fourth transfer would be an absolute deal killer.

The DEIS states that *the gondola will not operate when the canyon is closed for avalanche work*. From the people I've spoken to, there is a misconception that the gondola will run even though there may be avalanche control work in progress. The slick video distributed by Snowbird to its loyal followers helps "sell" this concept when it states, "...the gondola keeps moving...when there's an avalanche." Cleverly implying the gondola is transporting passengers at times when it cannot. A case of false advertising or in the current vernacular "fake news." Shame on Snowbird. The gondola is not the panacea everyone believes it to be. It does not run regardless of weather conditions. And the Gondola B proposal is no better than the Enhanced Bus Option when it comes to moving people up or down LCC when avalanche work is taking place. It does not provide a method of rushing passengers to or from the resorts while vehicles are stopped on S.R. 210 waiting for avalanche control work to finish. According to comments made at the open house the gondola will also not operate for emergencies in these situations. The advantage of the gondola is that it is disassociated from the highway and can still run when there is congestion, slide offs, and accidents on SR 210.

I have heard some expound about the virtues of the gondola being used as an evacuation device in avalanche situations or a method of transporting those with medical emergencies down canyon during Interlodge. At the bottom of page two of the Gondola Alternative B (From LaCaille)-Other Transportation Performance Considerations it states that the, "System does not operate during avalanche mitigation" and during the open house a comment was made that the gondola would not operate during Interlodge conditions. So, this is not a valid added benefit as proponents would like us to believe.

Some would say, looking at the pristine mountain views of the canyon from inside the gondolas would be spectacular. Undoubtedly true. Conversely, for those that spend hours hiking to the top of the Pfeifferhorn, Dromedary Peak, Mt. Superior or other mountain peaks for an extraordinary view and outdoor experience, they would likely not appreciate looking down to the canyon floor and seeing the gondolas, towers, cables and stations. They are more likely a distraction and unsightly scar that diminishes the reward for their hard work. It's a matter of perspective.

Utah is prone to earthquakes. The most recent earthquake that caught everyone's attention, and gave everyone in the Sal Lake valley a literal wakeup call was at 7:09 a.m. on March 18, 2020. The LaCaille area and the mouth of LCC virtually sit on the Wasatch Fault. It would seem logical that if there was a seismic event associated with the Wasatch Fault there would be an impact on some component of the gondola, whether it be the station, parking garage, bull wheel, engines, gondola towers, or the alignment

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of the cables, cars and overall system. Small, medium or large seismic activity could affect the proposed gondola in a variety of ways.

Thankfully, to my knowledge, there hasn't ever been a forest fire in LCC. With the potential introduction of a gondola in LCC there are a series of associated questions regarding this topic. With the recent trend of more forest fires year around across the country and in Utah, what is the risk of fire and the resulting damage to the eco system and a gondola transportation system in the canyon? If a portion of the gondola is damaged, will it effectively close down the system? What is the repair time and availability of repair/replacement parts? Is the gondola, or its riders a potential source of fire ignition in the canyon? Due to the height and location of the towers, does the gondola become an obstacle to fire suppression? Update: Reference the August 14, 2021 Parley's Canyon fire.

The Gondola B alternative is solidly linked to one and only one use, visiting Snowbird or Alta, primarily to ski or snowboard. There are no stops along the way for those that may want to visit the Gate Butress, the Great White Icicle, Tanners Flats, White Pine, the Church of Jesus Christ of Latter-Day Saints storage vaults, or any other points of interest. There's only the gondola base with stops at Snowbird and Alta. Hikers, campers, cyclists and others interested in outdoor activities or facilities located in the canyon gain no particular benefit from this massive expenditure and never could. Another instance of the inflexible nature of the Gondola B alternative.

Since early 2020 the world has experienced the effects and repercussions of the Coronavirus. Alta and Snowbird both closed down operations prematurely that year. During the 2020-2021 season both resorts tweaked lift, restaurant and other resort policies so they could open up. Social distancing and sanitation were key areas of focus. COVID-19 has killed hundreds of thousands of people in the United States alone. School systems have tried to adapt and there is currently a huge debate as to what schools at every level should do for the 2021-2022 school year and into the future. Public transportation services made adjustments to ridership policies with social distancing and sanitization. COVID-19 has negatively affected all aspects of the travel and hospitality industry. The debate rages over vaccination requirements and governments are on the verge of mandating masks once again. How long we will be dealing with COVID-19 and its variants is unknown.

If the LCC gondola was in place today what social distancing and sanitization policies would there be and how would they affect the viability of the operation? How many fewer passengers per hour could be delivered to Alta and Snowbird? Half of capacity? One third of capacity? What do these capacity adjustments do to the cost of a ticket? And, what are the associated liabilities?

The greatest financial benefactors of either of the proposed transportation alternatives, and the gondola in particular, are the resorts of Alta and Snowbird. As the primary benefactors of the gondola, they should be the primary source, if not the total source for the cost of construction, as well as its ongoing maintenance costs. The Gondola B alternative's sole function is to transport customers to and from Alta and Snowbird with a residual benefit of alleviating traffic congestion on SR 210 on snowy days. As mentioned earlier, there are no intermediate stops along the gondola's route where other recreators could possibly be dropped off. The Gondola B alternative is clearly an Alta and Snowbird transportation device

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from which they will reap the benefits for decades to come. Let them pay the bill. This is not a burden that should be borne by tax payers.

Should the Enhanced Bus with Roadway Widening option be selected, the highway improvements are more of an upgrade of existing infrastructure and are more likely to have some portion paid by the taxpayer. However, the bulk of the improvement costs should still flow to Alta and Snowbird because the needed improvements are directly related to traffic generated by their patrons.

What is the cost to ride the gondola for a non-skier/snowboarder? Does anyone know? Is the cost of a single roundtrip ride so prohibitive that it encourages potential riders to drive a vehicle up LCC?

In a nutshell, as far as tourism goes, Alta, Snowbird and LCC are known and recognized by the ski and snowboard community as some of the best snow and terrain in the world. Oft times the snow is reliably good to excellent here, when other regions around the country are struggling with poor conditions or have little to no snow. While there are some hotels and restaurants at the resorts, perhaps more importantly, LCC is within close proximity to Salt Lake City, the Wasatch Front and Back, with all they have to offer in accommodations, restaurants, and entertainment. The convenience of a nearby international airport is also a great factor and facilitates easy access to the canyon and its resorts.

A couple of years ago, I rode up a ski lift at Alta with a gentleman who lived in Boston who had an Alta season's pass. Pretty unusual I thought. He outlined that it made more sense for him to visit Alta several times during the season and ski a world class resort with fantastic conditions, than drive to Vermont and ski on horrible icy snow. He could fly here as fast as he could drive to Vermont, and with accommodations, meals, and ticket prices being comparable, he could spend a week at a time skiing here for about the same price as at a Vermont resort. It made perfect sense.

For years enthusiasts have visited these resorts to ski and snowboard. LCC, Alta, Snowbird are a fantastic attraction. People visit Alta, Snowbird and LCC to ski and snowboard. The addition of a gondola is not the reason for their visit. Some have commented that it would be a great attraction. In fact, it would be like a novelty ride at a theme park where the comment might be, "Oh, I rode that thing once." Skiers and snowboarders come here because of Alta, Snowbird and the LCC backcountry, not because there is a gondola.

In summary, it is doubtful the gondola alternative can achieve its objective and most certainly creates another whole collection of problems.

- \$592 million of UDOT funds could be better used to solve a variety of other daily traffic congestion problems in the Salt Lake Valley, i.e., east/west travel across the valley, instead of a "rush hour" problem that occurs only about 30 days a year and affects a relatively small portion of the population.
- With its 131' - 262' high metal towers and stations spread the length of LCC, the gondola is an esthetic scar of epic proportion. It's not in keeping with the rugged pristine alpine mountain topography where it is sited and my kids and grandkids don't need to see LCC trashed.
- The Gondola B alternative is unable to handle the crush of skiers/snowboarders during the 3 Hour-Peak-Capacity of Peak-Ski-Days that happen about 30 times a year. This is precisely the problem the proposed Gondola B option is supposed to solve.

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- Traffic associated with the gondola, the mobility hub, and the parking lot worsens the traffic problem at the mouth of LCC, Little Cottonwood Canyon Road and the surrounding neighborhoods.
- The gondola does not have the flexibility to transport any more than 1,050 passengers/hour. Is the next step to build a second gondola?
- The Gondola B alternative is only user friendly to people going to and from Alta or Snowbird. All other winter and summer recreators must use another form of transportation.
- There is some question as to whether or not the gondola will operate year-round.
- Public opinion is that the gondola runs during avalanche control work, which is incorrect. Neither vehicles nor the gondola will move up or down canyon if avalanche control is underway. Lines of cars at the base of LCC will continue to exist and large crowds will form at the mobility hub waiting for avalanche control work to be completed.
- The gondola is not an effective means of evacuation during Interlodge since it does not run during times of high avalanche danger.
- The Wasatch Fault runs virtually underneath the proposed Gondola B alternative exposing the gondola station and parking structure to seismic activity that could damage, cripple, or even destroy it.
- The gondolas and their occupants are potential sources for forest fire and a possible deterrent to fire suppression.
- COVID and its variants may be with us for the foreseeable future, which negatively impacts the gondola's ability to effectively transport skiers to the resorts. COVID also affects its financial viability due to reduced passenger load.
- Although Alta and Snowbird resorts have publicly endorsed the Gondola B alternative, it is not the public's responsibility to pay for improvements built to benefit private enterprises. The resorts should pay to transport their patrons to their businesses.
- "Rush hour" in LCC remains because of the gondola's failure to handle the passenger load during 3 Hour-Peak-Capacity on Peak-Ski-Days.
- \$592 million is a lot of money to *not* solve a 30 day problem.
 - \$592 million/ten years/30 days=\$1,973,333/day
- What is the cost of a gondola ride for a non-skier/snowboarder and is it prohibitive?
- LCC is not a theme park in need of a new novelty attraction. LCC is the attraction!

On a different but very related topic—transporting people. I've given considerable thought to the problem and conundrum that faces both LCC and BCC. I've wondered if and how any of my business or personal travel experiences could offer a partial solution to the problem. I'm now retired, but was involved in the furniture industry for over 40 years and have attended furniture markets (conventions) four times a year. For 50+ years the primary furniture market in the U.S. has been located in High Point, NC. The secondary market, since 2005, has been in Las Vegas at The World Market Center. These two cities are opposites of one another. As different as night and day. Las Vegas is a large internationally known city geared for conventions, shows, and handling masses of people. High Point, on the other hand, is a small town that has grown from about 65,000 people in 1980 to 115,000 today.

Twice a year, 50,000 - 70,000 visitors (pre-COVID) invade High Point and the surrounding area to participate in furniture market. Imagine Sandy, Utah being inundated with that many visitors. Years ago, the High Point Chamber of Commerce recognized that the wholesale furniture market was the lifeblood of their community and helped their residents understand and adapt to this. For example, because the community is so small it can't feasibly support the number of hotels year-round that are needed to accommodate 50,000 - 70,000 visitors twice a year for two to three weeks. Because of the Chamber's efforts it is common place for market attendees to rent homes or individual rooms from home owners—kind of a predecessor to VRBO, except for business. It's been that way for decades. Where possible,

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homeowners move to their basements, go on vacation, or arrange to live with relatives during the 10 - 21 day market period. Community involvement and participation in this concept has kept the wholesale furniture market viable for High Point.

Where this relates to the LCC conundrum is how High Point handles the transportation of 50,000 to 70,000 visitors. Yes, there are lots of cars and a few parking lots and garages (pay-to-park) that have been built. However, these fill up quickly and extremely early in the morning. Today, most market attendees ride buses to get to market. Since market attendees live throughout the town and the surrounding communities (some as far as 60 miles away), market attendees will drive their car from their rented house to a nearby store or mall parking lot that's on a designated market bus route, and hop on a bus which continues on its route and ultimately drops them off at the front door of the main furniture market building. The Market organizers or Chamber of Commerce enlist all different kinds of buses, including commercial UTA type buses, school buses, large buses, small buses, 12 or 15 passenger vans--you name it. What bus is used on a particular route depends on the route and what buses are available. It's a logistical masterpiece which has been developed and honed over the years. Market attendees receive a Market Visitor packet that helps them understand how the system works which helps them plan their schedules so they can arrive at market at the appropriate time. Their breakfast and dinner schedules hinge on bus schedules--people know the bus routes and schedules that are important to them. Oh, one more thought, bus rides to market are free to market attendees.

I'm not advocating that the solution to LCC's problem is to use school or church buses, but that the use of buses in general is extremely flexible and viable. Much more so than building a 10 mile long gondola with a limited capacity of 1,050 passengers per hour. Just as the number of market attendees varies from season to season and year to year, depending upon what's going on in the economy, the number of buses used to transport skiers/snowboarders also would fluctuate. Based on knowledge and projections a bus or buses can be added, deleted, or used for other purposes or itineraries. And if one finds they have too many buses they park them or sell them--it's a lot more difficult to off load a custom built 10-mile long gondola if it's not working out as expected.

There are an infinite number of routes and probably an infinite number of locations in Salt Lake, Utah, Summit, and Davis counties that could be used as bus stops. Why must there be giant mobility hubs that creates negative traffic nightmares in selected neighborhoods? Are there not economic benefits to stores having a bus stop in their parking lot, i.e., oh I forgot my Chapstick®, sun block, I'm thirsty and could use a drink, or I'll pick up some milk and bread on the way home after skiing. Probably, so bus stops might even be put out for bid.

Buses come in an array of sizes and can be adjusted to fit the need. A matrix of bus routes, with a blend of smaller and larger bus stops along the route that ultimately deliver skiers to the resorts is a better solution than massive parking lots or parking structures that add traffic, noise, and stress to people's lives. UDOT's concept of "mobility hubs" is interesting, but they have a host of negatives. And two of UDOT's proposed hubs are located near the mountains, not in, or near, pre-existing commercial areas that already are familiar to vehicle traffic.

With regard to the buses used in the canyons, it's my understanding that today's diesel buses are engineered to be surprisingly clean--not billowing diesel exhaust fumes like in the past. Alternatively, there are CNG powered buses. Electric buses aren't technologically ready yet for the rigors of canyon travel--but maybe in the future. Regardless, today's buses are not the exhaust belching buses of yester year.

I would add a note about the Las Vegas World Market Center. Approximately 50,000 people attend twice a year for five to seven days. There are 5 million square feet of showrooms and there is a seven story \$60-million parking garage that holds 3,600 cars (175,000 square feet per level totaling 1,225 million square feet). If you calculate 2 passengers per car that adds up to 7,200 people. The other 40,000+ market attendees arrive on busload after busload of people and some taxis after being picked up from hotels and casinos around Las Vegas. There is a large bus passenger delivery area right outside the

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market buildings that allow bus riders to easily walk into market. Without buses there might be 20,000 cars hunting for parking spaces. Oh, one more thought, bus rides to market are free for market attendees. The natural thought process leads all of us to think of UTA as the supplier of bus service. However, perhaps privatization or an Alta/Snowbird owned transportation company—since they are the benefactors of the service—should be considered. It might be more cost effective.

While visiting Yosemite 45+ years ago my wife and I were invited to participate in a multi-page "Use Survey". Clear back then the National Park Service realized they had a serious problem. Yosemite was being loved to death! They worked on the solution for years—and I would dare say they continue to work on the problem today. They now use many CNG buses to transport visitors around the Yosemite Valley. You don't have to drive your car from site to site once parked. Just take the bus. They have also implemented a campsite reservation system for tents and RVs. A required reservation is good for up to seven days. Campsite and RV reservations are frequently made months in advance due to Yosemite's popularity and limited supply of camping spaces.

I learned earlier this year that for the first time ever, during the summer of 2021, Yosemite was going to implement a reservation system for park visitation. If you don't have a reservation for a specific day, you are not allowed in the park. It's not ideal, but it is a method of controlling the mass of humanity that enjoys the park. During our April 2021 Yosemite trip, I noticed the roads were the same as they have been for years. There are primarily two traffic lanes in each direction, one of which is a dedicated bus lane. To accommodate site seers there are periodic turnouts and parking areas. The two incoming traffic lanes are not adjacent to the outgoing traffic lanes (this is not an option in LCC). Due to COVID-19, Yosemite had temporarily suspended the use of their bus system. Off season in Yosemite is a whole different issue—busy, but not overloaded.

Perhaps there's a variation on a theme that could work for LCC, Snowbird and Alta. "Buses Only" in the canyons during the ski season, except for residents, and properly licensed commercial vehicles hauling guests or supplies to commercial enterprises in the canyon. All winter trained drivers with properly equipped vehicles (snow tires, chains, traction devices) making their way up and down the canyon could be a great way to reduce the number of vehicles in LCC. "Buses Only" could stop along the way for riders wanting to be dropped off/picked up at known natural or existing stops—like the Gate Butress, The Great White Icicle, Lisa Falls, Tanner Flats, White Pine, etc. This would serve a wider variety of canyon recreators than a limited delivery point method of transportation like a gondola. Both LCC and BCC are getting loved to death—not unlike Millcreek Canyon.

Additionally, as I have discussed the LCC dilemma with family members, one of my sons reminded me that when you visit Zion National Park you park your car and are transported through the canyon via bus. The problem I recall from our last visit to Zion, was we needed to arrive early to get a parking space in the ginormous parking lot. Great incentive for fresh powder skiers/snowboarders to hop on a bus headed for LCC early in the morning. First rider, first tracks.

A few years ago, my wife and I took a road trip in Europe that took us through Switzerland. We were cautioned several times about the need to have a current "Swiss Motorway Vignette" and have it posted on the front windshield of our car. If you don't have one when you arrive at the Swiss border you are going to purchase one—which can delay your travel. A new "Vignette" is required every year. In essence it's a road use tax. Residents pay. Tourists pay. Everyone driving in Switzerland pays annually. We purchased our rental vehicle's "Swiss Motorway Vignette" prior to going through the border and had no Swiss travel hiccups. There are no daily, weekly, monthly, or prorated "Vignettes".

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The thought of an adaptation of the "Swiss Motorway Vignette" for driving in LCC during the winter months crossed my mind. Not so much as a tax, which in essence is what it would be, but as a matter of managing the vehicles that travel the snowy and sometimes treacherous LCC.

Here's how it would work. Only vehicles with a "LCC Vignette" can enter the canyon during the winter months. To receive a "LCC Vignette", vehicle owners who anticipate driving into LCC would need to have their vehicle(s) inspected annually by authorized "LCC Vignette" inspection stations, to make sure minimum winter equipment requirements are met, i.e., 4x4s or other types of vehicles have appropriate mounted snow tires along with a set of chains or other traction devices. Maybe even studded tires. Vehicles meeting the minimum requirements are issued a current "LCC Vignette". This ensures vehicles entering LCC are ready and able to operate in winter conditions—no bald tires, etc.

The "LCC Vignette", with the right monitoring system and penalties, would discourage drivers with ill equipped vehicles from venturing up the canyon. If they do, they will receive a substantial fine.

While there are "flashing" signs at the base of LCC during snow storms warning, "4x4's Only" or "Mandatory Snow Tires, Chains or Traction Devices," there is never any proactive enforcement of this law. It's my understanding if you get caught, as in an accident, that this is when the law is enforced and the fine imposed. There is no attempt to manage the problem at the mouth of the canyon where it should be.

To proactively manage the situation, an inspection kiosk could be built at the bottom of LCC. That kiosk would be staffed by a law enforcement officer who monitors all vehicles for compliance—cars, trucks, 4x4s, commercial vehicles alike. Any vehicle without a current "LCC Vignette" is turned away. This could easily be a first step of controlling traffic problems in LCC due to snowy winter slide offs etc. and would be substantially less expensive than \$500+ million. The price of the "LCC Vignette" would help offset the cost of the kiosk and staffing. The other attractive feature of the "LCC Vignette" is that it only applies to vehicles that travel the canyon. Someone who never goes into the canyon never needs to pay.

A problem associated with a manned kiosk and individual vehicle inspection is that it would likely lead to a long line of cars at the mouth of LCC, which is what everyone is trying to avoid. A more expeditious method of monitoring would be to implement the use a scanner, perhaps something similar to what is used to monitor freeway HOV lanes. Theoretically, all vehicles pass through the reader which scans for a chip in the "LCC Vignette." Upon reading the chip (RFID?) vehicles without a current "LCC Vignette" are photographed, including the license plate number, driver's face, location, date, and time. Subsequently the vehicle's owner receives a ticket for a "LCC Vignette" violation which involves a substantial monetary penalty. This is not unlike Robo-Cop speeding violations used here in the U.S. or photo speeding violations in Europe.

Additionally, the more violations a vehicle has the greater the fine. For instance, the first violation is \$299, the second is \$399, the third is \$499 and so on. Highway signs leading up to the base of the canyon, and the "LCC Vignette" scanner, would need to adequately warn drivers of the fines associated with entering the canyon without a current "LCC Vignette". There would need to be an awareness campaign for both locals and visitors alike. It is important that the vignette be taken seriously and fines are substantial or LCC remains vulnerable to ill equipped vehicles traveling LCC in winter conditions.

Car rental companies renting vehicles to skiers should also make sure all their ski vehicles comply and are properly vignettied. Out of state visitors need to comply as well. Alta, Snowbird, Ikon, Epic, Mountain Collective, and Ski Utah can all post information on their websites iterating the necessity of the "LCC Vignette". Local car dealers and tire retailers can post it in their stores. It could be used as a marketing tool. There will always be those that claim they know nothing about it and beg a pass on the "LCC Vignette". But for the good of all those traveling the canyon the response must be, "So sorry, you will

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need to turn your car around and come back when it's properly equipped or suffer the fine for entering the canyon." Car rental companies not abiding by the law will get the message via the fines as they increase with each violation.

As a community, one of Sandy City's Five Priorities as stated to the Central Wasatch Commission (CWC) is to "Improve the Canyon Experience." Introduction of the "LCC Vignette" would help achieve this goal.

Ill equipped vehicles with bald tires have no place on snow packed canyon roads and it is important to have proactive enforcement.

Hammers. There are many different types and sizes. Jeweler's, silversmith's, carpenter's, metalworker's, machinist's, sledge, jack, even a wrecking ball works as a jumbo-sized hammer to knock buildings down. What's the appropriate hammer for the job? Regarding winter travel in LCC, what's the appropriate hammer to solve the problem?

When reviewing UDOT's two preferred alternative transportation proposals the **only** alternative with **any** long-term flexibility to handle the growing volume of traffic is the Enhanced Bus with Roadway Widening for Peak-Period (Shoulder Lane) alternative. Additional buses can be introduced as ridership grows without the need to expand the highway any further. Pick up and drop off points can be altered as routes evolve. This alternative also has a variety of transportation options which can flex with the season including buses, private vehicles, commercial vehicles, motorcycles, and bicycles. These vehicles and their passengers can venture to the top of the canyon or stop anywhere along the way to enjoy whatever recreational activity they have planned.

The Gondola B alternative can handle 1,050 passengers or less, and that's it. And there is not any way to increase the hourly passenger capacity. Destinations are limited to Alta, Snowbird and the base station. If you aren't going to Alta or Snowbird, then you are out of luck, or need to make other arrangements. It fails to deliver the needed solution during the 3 Hour Peak Capacity of the 30 or so Peak-Ski-Days each season. The Gondola B alternative, with its 21 obtrusive towers is a huge waste of 592 million dollars and an immediate visual and esthetic splotch in LCC.

As an interesting side note. In a world of esthetics and environment, LCC is flanked by the Lone Peak Wilderness area on the south and the Twin Peaks Wilderness area on the north. LCC's ruggedness and natural beauty fits homogenously between these two wilderness areas. Except for the long-ago mining of precious metals and establishment of the town of Alta, the whole canyon could easily be absorbed into them as one large wilderness area. Collectively they would be an even more incredible natural resource than they already are, and all within moments of a nearby major metro area. Call it a fantasy if you will, because it cannot ever happen, but it makes for an interesting concept. A gondola would never be permitted to run through a wilderness area.

While we cannot go backwards on existing development, UDOT can choose not to go forward with the proposed Gondola B alternative and properly size any other type of construction in LCC. Major portions of LCC are part of the Wasatch National Forest which is managed by the U.S. Forest Service. LCC is an amazing treasure to have so close to a major urban area and it's imperative that it be protected from improper development. Let's not "goober it up".

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Inevitably, winter time traffic is going to increase beyond what the existing two-lane road, and let us assume the proposed fancy new Gondola B alternative can handle. When that day arrives, the entire community will once again be thrust back into the dilemma about what to build next to accommodate the throngs of people wanting to visit LCC, Alta, and Snowbird. At that point is it time to build the second gondola? I would anticipate the conversation would return to something akin to the Enhanced Bus with Roadway Widening for Peak-Period (Shoulder Lane) alternative. The addition of a second gondola is unlikely because the fatal flaw of the first gondola will have been fully revealed---the inability to solve the LCC transportation problem in the long term.

With the Enhanced Bus Proposal there are two lanes dedicated to buses and two lanes dedicated to all other vehicles. The potential passenger volume is now massive. To fully maximize the number of passengers transported up and down canyon it becomes a matter of running more buses, which hold more passengers than cars, SUVs, and trucks, and running them at more frequent intervals. Suddenly the number of passengers delivered reaches a level of absurdity---tens of thousands---because the four lanes are a virtual freeway. And yes, the transportation of large volumes of skiers/snowboarders is swallowed up in the whole equation.

With that being said, it's important a measured response be used to solve the problem at hand. The correct size hammer needs to be used. **Before** a massive four-lane highway is built up LCC, every other possible alternative or combination of alternatives needs to be tried. The first meaningful response ever, should not be a four-lane highway with dedicated bus lanes. This is the equivalent of going straight for the wrecking ball before trying any other hammer. And yes, there is a bus transit system in place but I don't think it is taken seriously. To tear LCC up for three or four years with dynamite, heavy earth moving equipment is an over the top first attempt to solve a 30-days a year "rush hour" problem. It is my understanding that a bi-product of the "Enhanced Bus with Roadway Widening" alternative is that 70% of the north side of the road will have a sheer wall 20 feet high with other sections sporting 75' high manmade cliffs. Something this immense brings to mind the nasty looking gunite finished walls of Provo Canyon. This is not progress and falls into "goobering up" LCC. What about a more scaled approach---a carpenter's hammer even?

It's important to note that neither Alta nor Snowbird can instantaneously distribute all skiers/snowboarders on mountain. Both resorts will experience lift lines at their base mountain lifts as skiers arrive. A high-speed quad chair lift can load up to four skiers per chair at a rate of about one chair every 8 seconds. This equates to 30 skiers/snowboarders per minute which is a maximum of 1,800 per hour. Snowbird's tram can handle 125 passengers at a time, but only runs every 15 minutes which equates to 500 passengers per hour. These volumes are all assuming no required social distancing as related to COVID-19. Through an anonymous source I learned social distancing requirements decreased the ability to transport skiers/snowboarders up mountain during the 2020-2021 by 50% to 55%.

*Alta Collins lift, high speed quad	1,800/hour
*Alta Sunnyside lift, high speed triple	1,350/hour
*Alta Wildcat lift, regular speed double	500/hour
*Snowbird Gadzook lift, high speed quad	1,800/hour
*Snowbird Peruvian lift, high speed quad	1,800/hour
*Snowbird Mid Gad lift, regular speed double	500/hour
*Snowbird Aerial Tram	500/hour
*Total potential skiers/snowboarders	8,250/hour
2020-2021 Season COVID-19 Impact -50%	4,125/hour

* Figures above are my estimations. Neither Alta or Snowbird would supply information.

Little Cottonwood Canyon Transportation Alternatives

In addition to the "LCC Vignette" previously mentioned, below are some thoughts I have had or have heard about how to manage LCC traffic. It's guaranteed that some will be less popular than others. In fact, some of what are listed here I find offensive. As mentioned earlier, Yosemite went to buses and followed it up for the first time this year with a daily reservation system—that stings, but it protects the park from being overrun and the overall experience visitors have. Yosemite's campsites have been controlled by a reservation system for years. Zion National Park uses buses to transport people through the park, but the volume of visitors is limited by the number of available parking spaces.

- What is the "Human Capacity" of LCC. How many people can actually use Alta, Snowbird and the US Forest service lands before the outdoor experience degrades or the environment suffers.
 - Can, or will, resort management realistically project and protect this figure? Right now, their max traffic is determined by how many guests they have staying in nearby hotels, how many cars can park in their parking spaces or on SR 210, and how many skiers/snowboarders are being delivered via mass transit. This is without regard to how long lift lines are anywhere within the resort. What about back country skiers who aren't in lift lines?
 - Can the U.S. Forest Service provide similar figures for trails, campsites, picnic sites, etc.
- Honor System of Vehicle Management. The "honor" system of vehicle management which has been used for years to control vehicles traveling in LCC during snow storms has proven that it does NOT work. This is evidenced by the fact that over and over cars enter the canyon on winter days with bald tires and without chains or traction devices. Ignoring the flashing signs at the base of the canyon is a major contributor to the LCC traffic problem as ill-equipped vehicles get stuck or slide off the road. The penalty, a ticket, I presume, is written if and when a violator is caught. There is a need for a designated pull-out area to facilitate installation of chains or traction devices.
- Vehicle and equipment management. A kiosk inspection station manned with a law enforcement officer at the mouth of LCC. All vehicles are inspected by the officer to make sure the vehicle is properly equipped for prevailing or forecast conditions. 4x4s and other vehicles should have snow tires, chains and traction devices. If vehicle meets the minimum equipment for the day, they are given access to the canyon. If not, they are turned away. There is a need for a designated pull-out area to facilitate installation of chains or traction devices.
- LCC Vignette with Visual Inspection. As mentioned earlier. In summary, vehicle(s) and equipment for winter driving conditions are managed by state sanctioned licensing stations. Stations inspect vehicles to make certain they are equipped with snow tires, and have chains or traction devices. A kiosk inspection station manned with a law enforcement officer at the mouth of LCC inspects vehicles for an approved LCC Vignette which qualifies them for access to the canyon. If they don't have a LCC Vignette they are turned away.
- LCC Vignette with Scanner. As mentioned earlier. In summary, the LCC Vignette system using a scanner similar to HOV lanes on the freeway would be more expeditious than an inspector performing individual visual inspections for proper equipment. Non-compliant vehicles are photographed and citations and fines are distributed to the vehicle owner. This would be like speeding tickets issued by RoboCop or photos of speeders in Europe. The fine increases with each infraction, i.e., first offense is \$299, second offense is \$399, third offense \$499 etc. Another advantage of the LCC Vignette is that only those who use the LCC would need to purchase the Vignette. In essence the Vignette is a use tax.
- Tolling. Pay to Play. Used as a method to reduce the number of cars in LCC. The cost of the toll alone would deter some vehicles from entering the canyon. There are several permutations of this. A flat charge regardless of how many passengers are in the car; a per person charge for each passenger in a vehicle; or a charge that decreases with an increased number of passengers. This happens to be a component of the Enhanced Bus proposal. This concept could be used without the full blown proposed Enhanced Bus program and still decrease the

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number of vehicles. Why hasn't this previously been used? This method of tolling could cause traffic jams and delays at the mouth of LCC. Perhaps UDOT is familiar with a system that measures vehicle occupancy and can charge accordingly. There is a need for a designated pull-out area to facilitate installation of chains or traction devices.

- Vehicle Occupancy Restrictions. Only vehicles with two or more passengers are permitted up LCC during peak use, or a substantial fee is charged. This would involve some type of inspection, either visual or electronic. There is a need for a designated pull-out area to facilitate installation of chains or traction devices.
- Resort Parking Reservations—Free or Paid. This concept was first implemented by Snowbird for the 2020-2021 season. Only vehicles with an advance reservation could park in Snowbird's standard parking spaces for free. There was also a preferred parking service, for a charge, providing premium parking spaces with closer access to lifts. Vehicles without reservations were turned away and were forced to park on the shoulder of SR 210, if it was available that day. Snowbird's reservation system is being expanded for 2021-2022, and for the upcoming season Alta will also venture into the parking reservation system. There are not any limits on the number of bus passengers either resort accepts. With a charge to use their parking facilities, in addition to the cost of a ski ticket, Alta and Snowbird will effectively eliminate a group of patrons who cannot afford, or will refuse to pay, what is effectively a higher price for a day of skiing/snowboarding. There is a need for a designated pull-out area at the base of LCC to facilitate installation of chains or traction devices.
- Free Bus Rides. If Alta and Snowbird would incorporate the cost of a bus ride into the price of their lift tickets and offer a "free" bus ride with each ticket it would encourage the use of buses since there is no charge. Regular bus service would need to run at specified times and routes throughout the day. Over time this becomes the norm for getting to and from the resorts. This would be similar to the "free" market shuttle available to furniture market attendees which I referenced earlier in my personal experiences.
- Free Bus Ride and Resort Parking Reservation Fees. An expansion of "Free Bus Rides" listed above. Alta and Snowbird to offer "free" bus rides with every ski pass purchased as well as to charge for parking in resort parking lots. There would be no parking on SR 210. Since both resorts are already trending towards parking reservations and/or charging for parking, this would incentivize bus usage and deter driving up LCC. There is a need for a designated pull-out area at the base of LCC to facilitate installation of chains or traction devices.
- Three Lanes with Flex-Lane. Currently the canyon primarily has two lanes top to bottom. The enhanced bus proposal provides for four—which makes it a highway with significant environmental impacts. Instead, build a three-lane road where the middle lane is a Flex-Lane. This would be less environmentally invasive. During the morning "rush hour" one lane is dedicated to up canyon bus traffic and in the afternoon one lane is dedicated to down-canyon bus traffic. The advantage of buses is they carry more passengers than cars and the dedicated bus lane expedites travel up and down the canyon for them. There is a need for a designated pull-out area at the base of LCC to facilitate installation of chains or traction devices.
- Buses Only. The canyon is restricted to buses only except for residents. If someone is going up or down the canyon, for whatever purpose, it is via the bus. This would be like the Zion National Park model. Private vehicles are parked at designated stops on routes along the Wasatch Front that deliver passengers into and out of LCC. This might best work during the peak ski season and revert to something more normal from April through November. Using UTA buses for such an abbreviated time period as December through March could be problematic due to the expense of buses and training of drivers.
- LCC Reservations. This concept limits access to the entire canyon based on the predetermined "Human Capacity" of LCC. Determining the seasonal "Human Capacity" of the canyon would not be unlike determining how many visitors can visit Yosemite National Park during any given day. Spring, summer, fall, and winter capacities most likely vary. A commission, or an authority, would need to be created to determine what the "human capacity" of the canyon is and to also determine at what reservation threshold no more reservations are accepted.

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- Ski resort pass reservations, buses & algorithms. First, Alta and Snowbird must determine what the maximum number of skiers/snowboarders they can host and still maintain the quality of experience they desire for their clientele. Next, reservations or ticket sales do not exceed the daily maximum. There could be a fee for cancelled or unused ski passes. Skiers/snowboarders reserve a seat for a free bus ride, which is included with each pass. Based on reservations and advance ticket purchases, an algorithm determines how many buses are needed to transport passengers to the resorts and how many passengers are at each bus stop based on the number signed up. There could also be a fee for cancelled or unused free bus rides. Buses are dispatched to pick up skiers/snowboarders at the appropriate bus stops and transport passengers to Alta and Snowbird.
- Buses only to Alta and Snowbird. No need for SR 210 expansion. Except for commercial vehicles supplying restaurants, hotels, etc. with supplies, restrict transportation to Alta and Snowbird to bus traffic only. This would be a blend of the previously mentioned Zion National Park and High Point, N.C. furniture market transportation systems. The use of smaller community bus stops spread at meaningful locations across the Wasatch Front offers more flexibility down the road to adjust and change bus stops as trends change or knowledge is gained as to what works best. This would eliminate the high traffic, noise, congestion, and concentrated pollution associated with large transportation/mobility hubs. Free bus rides, or nominally priced bus passes, are purchased in conjunction with lift tickets. Buses would travel their routes and straight up the canyon to Alta and Snowbird. Algorithms could be used to measure and tailor routes and bus stops based on usage. Bus stops could be located in store parking lots, with sufficient parking space, where store management is interested in catering to the skiers/snowboarders as potential customers. Ski resorts would bare the cost of the "free" bus rides of their customers. LCC road expansion could be avoided because the road already exists. LCC traffic would be reduced to buses and commercial vehicles that are properly equipped to travel LCC. See the chart below for hypothetical passenger delivery rates based on UTA 35' long ski buses traveling at 40 MPH.

UTA 35' long Ski Bus traveling at 40 MPH

MPH	Ski Buses entering LCC/Hour	Buses entering LCC/Minute	Passengers per Ski Bus at "Full" Capacity	Passengers per Ski Bus at "Crush" Capacity	Passengers per hour at "Full" Capacity	Passengers per hour at "Crush" Capacity
40	1	02	41	56	41	56
40	4	Every 15 min.	41	56	164	224
40	8	Every 7 ½ min.	41	56	328	448
40	12	Every 5 min.	41	56	492	672
40	20	Every 3 min.	41	56	820	1,120
40	30	Every 2 min.	41	56	1,230	1,680
40	60	Every 1 min.	41	56	2,460	3,360
40	120	Every 30 sec.	41	56	4,920	6,720
40	240	Every 15 sec.	41	56	9,840	13,440

- A Valiant First Attempt: Both of the proposed LCC transportation alternatives are commendable because they are a valiant first attempt to address what has been a growing problem for years. However, they are grandiose and over the top considering the seasonality and brevity of the problem—approximately 30 days a year. Since there has been little attempt to manage the "Human Capacity" of LCC or the traffic traveling within it, both the proposed alternatives should be placed on hold until other options are investigated. UDOT has already explored a number of concepts and rejected them for a variety of reasons. Through the use of some of the suggestions listed here, either individually or in combination, or others you learn of during this public input

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process, I would hope UDOT finds alternative solutions that are more measured and less likely to deface or destroy the beauty of LCC.

How can the existing infrastructure be maximized or tweaked to better fit the need? To my knowledge there haven't been any credible attempts to get bald tired or incorrectly equipped vehicles out of the canyon. These are the source of many problems. This is a good place to start. There also hasn't been an attempt to increase the number of riders per vehicle or expand bus ridership or incentivize the use of buses. What about free bus passes for ski ticket holders? The recent implementation of parking reservations and the new parking fees haven't been given time to play out. These could be impactful. In Millcreek Canyon a use fee was imposed to save the canyon from being pulverized.

During the winter, use of LCC has the flavor of a free-for-all or Formula 1 race. Rabid skiers and snowboarders all clamoring to be first up the canyon and first on the hill. When there's an overnight snowstorm needing avalanche control work before up canyon travel is safe, the whole problem is exacerbated. Neither four lane highways nor gondolas are going to solve that problem. Skiers/snowboarders are queued up and raring to go along Little Cottonwood Canyon Road (SR 210) and onto Wasatch Boulevard and down Cottonwood Canyon Road (SR 209) to 9400 South. And, if the proposed Gondola B alternative is built, add another 1,000 or 2,000 people hanging around the mobility hub waiting LCC to clear. *Start your engines!*

- Mountain Buses-general information. Buses used by UTA to transport skiers/snowboarders to ski resorts are specially designed and configured. Because of this, they do not integrate well, or easily function as substitutes for buses used elsewhere in the UTA system. UTA has used them as substitute vehicles during the skiing off-season while regular buses receive scheduled maintenance. However, regular bus riders complain when they are used because of their unusual configuration. In addition to equipment modifications of mountain buses, their drivers must receive special training to operate them safely and effectively in mountainous terrain and its environment. The mountain buses and their drivers are used for a limited number of months during the year so the dilemma is what to do with them the rest of the year. Mountain buses, their drivers, and the seasonal nature of this segment of business are unique in the UTA system and present challenges which UTA works around. This leads to questions about if the "Enhanced Bus with Roadway Widening" alternative is implemented or some other rendition of expanded mountain bus service should be adopted, is UTA the best transportation solution, is another commercial bus service available, or should the Alta and Snowbird resorts develop their own bus transportation service?
- Enhanced Bus with Roadway Widening for Peak-Period (Shoulder Lane) one bus to each resort every ten minutes (1,008 passengers/hour).
- Enhanced Bus with Roadway Widening for Peak-Period (Shoulder Lane) one bus to each resort every five minutes (2,016 passengers/hour).

Regardless of which of the two proposed transportation alternatives is adopted it is imperative the LCC watershed be protected via the most advanced system available for mitigating road salt and chemicals used to melt ice and snow. The continuing drought in which we find ourselves, and this past summer's water shortage, has helped us realize how important our water supply is and how it needs to be protected. We must acknowledge that because vehicles and people will never be eliminated from LCC, appropriate measures need to be taken to make certain the water remains as clean as possible.

It is also incumbent upon landscape architects, as man engineers his way up and through the magnificent LCC landscape, to do their best to hide, disguise, and integrate things like snowsheds into the terrain and not let them become eyesores. It is paramount that as excavation of the mountain side occurs or new cliffs, or sheer walls are created that they be tiered, stepped, shaped, or contoured to blend with the existing terrain as best possible with native trees and plants giving the newly "engineered" man-made

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landscape a natural look and feel. I don't know how one hides a series of 100' to 250' tall steel gondola towers.

The question is not about UDOT's ability to build, the question is what they will build? Will it be a gondola system with its ridiculously invasive tall towers, cables, and cars which is destined to fail from the day it opens or an oversized, invasive four lane highway up a pristine alpine canyon? Or will common sense and restraint prevail to not build the biggest, or longest, or highest monument, in favor of the right sized long term and flexible solution to the dilemma LCC transportation offers? Something that can grow and flex with the time and needs. It is an immense challenge and conundrum. Whatever the decision, we, our children, and our grandchildren will live with it for decades to come.

There are three things I learned from an experience 25+ years ago while observing UDOT on another transportation issue:

- 1) "If you build it, they will come."
- 2) "Be careful what you ask for."
- 3) "UDOT is in the business of building things, and there is no challenge they are not up to. Just ask them!"

Thanks for your consideration on this most important topic.

Randy Eves



Attachment:

Central Wasatch Commission (CWC)---Pillars for Transportation Solutions in the Central Wasatch Mountains

Pillars for Transportation Solutions in the Central Wasatch Mountains
Central Wasatch Commission
June 7, 2021

In connection with UDOT's Little Cottonwood Canyon Environmental Impact Statement (EIS), we, the undersigned commissioners (Commissioners) of the Central Wasatch Commission (CWC), hereby state the following.

For over two years, CWC has actively engaged in assessing the foundational elements of the upcoming Draft EIS and successful solutions for transportation in the Central Wasatch Mountains. Throughout that process, each Commissioner has invested heavily in studying and reviewing objectives and options regarding the complex decisions surrounding solutions to the transportation and preservation challenges facing Little Cottonwood Canyon (LCC) and the Central Wasatch Mountains. Although our work in this critical area is not yet complete, we have decided to issue this statement in the interest of sharing some observations we have at this time.

The Commissioners are unified in the opinion that "doing nothing" regarding the challenges facing the Central Wasatch Canyons is not a viable solution. In addition, although we are not yet fully united on a preference for a particular transportation mode, we continue to work toward arriving at consensus. In the meantime, we have come to agreement on a set of "pillars" that we believe should be considered and implemented in connection with the eventual transportation solution. These broad principles are consistent with the original intent of the Mountain Accord, and we believe should be applied to whatever transportation mode is ultimately recommended in UDOT's Record of Decision.

PILLARS

Visitor Use Capacity

The transportation alternatives being evaluated in the EIS have the potential to significantly increase the quantity of visitors accessing LCC, and what they do when they visit. All of these alternatives pose a risk of "over-use" of LCC, which could result in negative environmental, public safety and water resource consequences. Additionally, over-use could negatively impact the visitor experience for both tourists and locals who seek to enjoy recreation and nature from unmanaged crowds.

These concerns have been raised repeatedly by the public, various groups, and elected officials during the EIS process, but the limited scope of the EIS's stated "purpose and need" has not allowed UDOT the opportunity to fully consider these issues. To appropriately address the risks, we believe a corresponding visitor use strategy needs to be identified and implemented to complement any existing management plans.

Watershed Protection

Protection of the fragile environmental conditions of the Central Wasatch Mountains is the highest priority for the communities that rely on these Mountains for watershed and water supply. Any transportation solution for LCC should minimize and mitigate negative environmental impacts, including irreversible damage to the watersheds that provide precious drinking water to more than 450,000 people in the Valley and in the LCC itself.

Traffic Demand Management, Parking and Bus (or other Transit) Strategies

The Commissioners favor the implementation of a set of traffic management strategies that address both traffic impacts on the roads accessing Big and Little Cottonwood Canyons, as well as the roads within these Canyons. In addition, consideration of expanded bus (or other transit) service and parking management outside of the Canyons is critical, regardless of the transportation mode ultimately selected for LCC.

Management strategies outside of the Canyons include providing parking in dispersed locations and improved bus (or other transit) service. The Commissioners also favor appropriate roadway improvements along Wasatch Boulevard and 9400 South. Canyon traffic management options include variable tolling, limited access for single occupancy vehicles, carpool programs, and the reduction of on-road parking. These Canyon strategies should be utilized immediately as a “first phase” of the final EIS alternative implementation, i.e., even before a long-term LCC transportation mode is designed and constructed. None of the proposed transportation alternatives in the EIS will be fully effective without corresponding traffic demand management, expanded regional parking, and bus (or other transit) strategies.

Integration into the Broader Regional Transportation Network

Understanding that the EIS is limited from a geographic perspective to a narrow focus on LCC and its immediate surrounding area, a broader, more holistic approach should be used when implementing solutions for traffic issues related to LCC. To that end, consideration should be given to the integration of any LCC-oriented system with transportation issues attendant to Big Cottonwood Canyon and the broader valley-wide transportation network. To justify the cost from a public benefit perspective, a large-scale infrastructure investment that serves a singular purpose (i.e., alleviating traffic congestion issues affecting LCC) should be accompanied by broader service and infrastructure investment in other areas of the valley. As a result, we support the exploration of the idea of transit micro-hubs in areas throughout the valley as gathering places for visitors and residents to catch transit.


Year-Round Transit Service

The Commissioners consider year-round transit service to destinations in the Canyons a priority, including dispersed recreational opportunities, and other dispersed recreational opportunities in the surrounding areas (such as areas along the foothills). The existing LCC EIS only considers winter, peak transit service.

Long-Term Protection of Critical Areas Through Federal Legislation

Transportation improvements for LCC should be coupled with improved land and natural resource protection. The ultimate transportation solution should be conditioned upon the passage of federal legislation (the Central Wasatch National Conservation and Recreation Area Act). This coupling of federal legislation to transportation is necessary given the delicate balance that was central to the Mountain Accord agreement, based on four principal tenets: transportation, economy, recreation, and environment.

[SIGNATURE BLOCKS OF COMMISSIONERS]



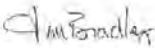
Commissioner Chris Robinson, Chair
Summit County Councilmember



Commissioner Erin Mendenhall
Salt Lake City Mayor



Commissioner Jeff Silvestrini
Millcreek Mayor



Commissioner Jim Bradley
Salt Lake County Councilmember



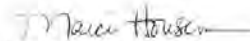
Commissioner Harris Sondak
Town of Alta Mayor



Commissioner Jenny Wilson, Co-Chair
Salt Lake County Mayor



Commissioner Mike Peterson
Cottonwood Heights Mayor



Commissioner Marci Houseman
Sandy City Councilmember



Commissioner Max Doilney
Park City Councilmember



Commissioner Dan Knopp
Town of Brighton Mayor

COMMENT #: 13288
DATE: 9/3/21 3:55 AM
SOURCE: Email
NAME: David Carter

COMMENT:

Dear UDOT Little Cottonwood Canyon Project team,

Thank you for this opportunity to comment on the Little Cottonwood Canyon Draft Environmental Impact Statement, S.R. 210, Wasatch Boulevard to Alta, from June 2021. Please find my comments attached.

Sincerely,

David Carter

David P. Carter

September 2, 2021

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 comments

Dear UDOT Little Cottonwood Canyon Project team,

Thank you for this opportunity to comment on the *Little Cottonwood Canyon Draft Environmental Impact Statement, S.R. 210–Wasatch Boulevard to Alta*, from June 2021 (hereafter referred to as the LCC DEIS or DEIS). I have reviewed the materials UDOT made available for this purpose on the Little Cottonwood Canyon (LCC) EIS website, have attended related public meetings, and have 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 quality outdoor recreation resources and natural spaces*, I am deeply invested in the future of LCC as a unique and irreplaceable natural resource. 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 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 two preferred alternatives identified in the LCC DEIS reflect irresponsible, inequitable, and ineffective policy decisions, and the DEIS itself falls short of the expectations and requirements mandated by the National Environmental Policy Act (NEPA). In short, the DEIS purpose and need are too narrowly structured to allow for LCC transportation solutions that are effective, responsible, and/or equitable. The DEIS fails to adequately address the environmental justice concerns that its proposals raise. The DEIS further suffers from inadequate analyses regarding direct and indirect impacts on the Canyon's ecosystem and landscape and dispersed recreation.

The most promising way forward is for UDOT to implement or facilitate less-costly measures that do not involve larger infrastructure development/changes. Equity-minded tolling and other traffic-mitigation measures and increased buses allow for more flexible options in light of future demographic, environmental, and technological uncertainties. If, after good-faith efforts, such lower-impact solutions fail to resolve the problem, only then should more dramatic measures (such as the ones discussed below) be entertained.

Purpose & Need Deficiencies

The LCC DEIS stated purpose and need are too narrow to result in effective transportation improvements and will not achieve even the narrow-outlined aims. The stated purpose is "to substantially improve roadway safety, reliability, and mobility of S.R. 210 ... *for all users on S.R. 10*" (emphasis added). This promising purpose, seemingly crafted to benefit all users of the Canyon, is rapidly undermined by the subsequent needs, which refine the focus of the DEIS to those "related to visits to ski areas, with the greatest traffic volumes on weekends and holidays and during and after snowstorms." This purpose and need ensure that the scope of the DEIS alternatives does not extend beyond congestion scenarios isolated to a select minority of weekends, holidays, and heavy snow days—and will only serve the needs of ski resort visitors on these and other winter days.

From a legal perspective, the LCC DEIS thus sidesteps documented problems in the Canyons related to traffic and safety that exist outside of the busiest winter ski days and/or related to ski resort visitation and activity. It prioritizes one user group's needs and preferences above those of all others, which include walkers, trail runners, hikers, bird watchers, climbers, backcountry skiers and snowboarders, snowshoers, and more. The impacts of such a narrow project—financial, social, and environmental in nature—simply do not justify the outcomes. The narrowly crafted purpose and need also effectively precludes good faith efforts towards equitable transportation solutions and outcomes.

From a policy perspective, the narrowly crafted purpose and need is a prime example of how a public agency and public funding can be hijacked (either directly or indirectly) to benefit a narrow constituency. In other words, the DEIS purpose and need ensure that almost any solution to emerge from the process will source broadly distributed costs (taxpayer dollars) to deliver concentrated benefits to a contained sector of a niche industry (two ski resorts) in the form of a \$500+ million transportation system, while imposing additional burdens on other LCC users—namely, dispersed recreators.

A more equal (among different types of canyon recreation and users) and equitable (when considering the existing socioeconomic conditions and contexts of Wasatch area communities) project is likely only feasible under a project purpose and need that recognizes and centers the needs of canyon users "diverse" in both recreational and socioeconomic terms.

Environmental Justice Deficiencies

The DEIS fails to adequately respond to the manners in which UDOT's transportation proposals perpetuate environmental injustice. The proposals impose costs to upper LCC access during the winter in the form of public transit fare and private vehicle tolling. Such costs disproportionately burden lower income communities, making it harder for them to access popular and valuable environmental amenities. Furthermore, the proposals will negatively impact the types of outdoor recreation most available to lower income and racial/ethnic minority individuals.

UDOT's LCC planning takes place in a region with documented environmental injustices in the form of increased exposure to environmental hazards and disproportionate barriers to environmental amenities that are experienced daily by lower-income residents, Black, Latino/a/x, Pacific Islander, and Native residents, and other disadvantaged communities. For example, not only do Salt Lake valley neighborhoods of color and/or lower income have less tree cover than their whiter, wealthier counterparts (see Mendoza et al, 2020, *Urban Science*)—they also feature parks characterized by poorer maintenance and fewer desirable amenities (Chen et al, 2019, *Landscape Ecology*).

Documented disparities extend to transportation and public transit. Public transit along the Wasatch Front serves the everyday needs of wealthy residents over those of lower income and racial/ethnic minority residents (Farber et al, 2016, *Travel Behavior & Society*). And Wasatch area residents of color have fewer transportation options to access outdoor recreation destinations, such as state parks and national forests, when compared to white residents (Park et al, 2021, *Urban Forestry & Urban*

Greening). UDOT's proposals thus contribute to the environmental injustices which marginalized Utahns already suffer.

The DEIS's main environmental justice deficiencies are threefold:

First, UDOT claims that environmental justice concerns are alleviated (at least in part) by the fact that tolling is required only for the upper canyon. The underlying assumption is that lower-income individuals do not wish to access the upper canyon/will not want to in the future. Given that the upper canyon houses not only ski resorts but also the canyon's most popular backcountry areas (e.g., the Emmas, Grizzly Gulch; see Wasatch Backcountry Alliance trail counter data), this is certainly an incorrect assumption. UDOT should facilitate—not impede—disadvantaged residents' use of the accessible backcountry terrain that the upper canyon offers for lower-cost winter recreation, such as snowshoeing and sledding, as well as backcountry skiing and snowboarding, and (of course) downhill skiing at the resorts.

Second, although the DEIS implicitly recognizes the inequitable impacts of tolling on disadvantaged canyon visitors, it maintains that lower-cost transit options nullify any "adverse impact" to marginalized populations. Simply stated, UDOT's solution to the barrier of tolling for under-resourced residents is "they can take the bus/gondola." Of course, this ignores the fact that transit fare remains an imposed burden for lower income and/or racial/ethnic minority residents. Perhaps more importantly, it seems to accept that proposals which limit marginalized residents' *de facto* transportation options are inequitable by design. A structurally inequitable transportation solution that narrows the options of disadvantaged residents while increasing the options of the most privileged is a text-book example of environmental discrimination.

Third, the DEIS alternatives would facilitate transportation to ski areas at the expense of access to, and experience in, dispersed recreation such as hiking, bouldering, snowshoeing—precisely the types of outdoor recreation that empirical evidence shows are more accessible to marginalized residents. In this way, the proposals threaten what environmental justice scholars refer to as a "double whammy" for marginalized residents wishing to recreate in LCC: they impose financial barriers to the valuable environmental amenities of the upper canyon, while negatively impacting the more accessible environmental and recreation options of the lower canyon.

I fully support traffic mitigation strategies such as tolling, but only when the design of such interventions reflects a thorough and nuanced consideration of environmental justice implications.

Impacts & Impact Analysis Deficiencies

Some of the most inadequate analysis contained in the LCC DEIS pertains to the alternatives' impacts on climbing resources. It is essential to note that while climbers are often undervalued as a user group (as in the DEIS), they are a steadily growing one. Furthermore, some forms of climbing, such as bouldering, constitute some of the more accessible recreational options for lower income and/or racial/ethnic minority Canyon users. LCC is among the most important climbing resources in the Wasatch. For example:

- An estimated 20,000–30,000 Wasatch Front climbers likely use LCC climbing resources.
- LCC is likely the most popular climbing destination in the Wasatch, as 88% of surveyed climbers indicate they like to climb there. It is also likely the most frequently used climbing destination in the Wasatch, as more than half of surveyed climbers use it multiple times a month during the climbing season.
- Salt Lake Climbers Alliance (SLCA) trail counter data illustrate the popularity of LCC resources. A total of 50,848 trail uses were logged from early May 2020 to the first few days of July 2021 at the Gate Butress climbing area, while 41,150 trail uses were logged June 2020–July 2021 on the Alpenbock Loop Trail.

Enhanced Bus Peak Period Shoulder Lane (PPSL) Alternative

Based on the engineering schematics and data that UDOT has provided, widening of S.R. 210 would undoubtedly destroy and impede access to some of the most iconic climbing resources in the Wasatch region, such as the Gate Boulders, Copperhead Boulder, and Split Boulder, among others. SLCA estimates (using UDOT information) suggest that a minimum of 29 boulders and 131 established boulder climbs (i.e., "problems") would be impacted. Impacts could make some boulder problems or descents more dangerous without specific mitigations. Objective hazards such as construction debris and fill may partially bury boulder problems and/or block landing areas. Necessary terrain alterations could make landings unsafe or impractical.

In response to such concerns, UDOT officials repeat assertions that they will do all they can to mitigate such impacts, without adequate analysis of what such impacts would be, which impacts they can realistically mitigate, and which impacts lie outside of their ability to address. For the DEIS to meet its obligations to analyze LCC proposal impacts, a more complete analysis of both impacts and possible/impossible mitigation options is needed.

Gondola Alternatives

Based on the engineering schematics and data that UDOT has provided, both gondola alternatives threaten many of the same iconic climbing resources as the PPSL alternative. Although the impacts of the gondola may not take the form of the same destruction of climbing resources as S.R. 210 widening, the analyses and information provided by UDOT have not ensured that access would not be curtailed where the gondola impact area and boulders overlap. SLCA estimates (using UDOT information) suggest that a minimum of 35 boulders and 142 established boulder climbs (i.e., "problems") are threatened.

The gondola further promises mammoth visual and auditory impacts on the natural landscape and atmosphere of LCC. As someone who has circumnavigated the ridge-top perimeter of the Canyon multiple times, I can attest that the signs of heavy development of upper LCC largely fade away when experienced from many vantage points, allowing one to experience the majesty and peace of its unique wilderness areas. This would simply cease to be the case if a gondola were allowed in the Canyon, as few vantage points would be spared from the visual and auditory blight it would impose.

Either DEIS gondola alternative would forever mar this beautiful and iconic resource. It would amount to a devastating loss for current and future generations.

Cog Rail Alternative

Because UDOT did not identify it as a preferred alternative, I will not spend a lot of time of the cog rail here. Furthermore, because the DEIS's analysis of the cog rail alternative is surface level, at best, this alternative would surely need a much more in-depth analysis before serious consideration. It should be noted, however, that a cog rail would be a devastating development for dispersed recreation in the Canyon on par or worse than the gondola. Climbing resources would be destroyed and access to the remaining resources would be severely curtailed. All LCC users would suffer from its extensive visual and auditory impacts.

Trailhead Parking Access and Improvements

The DEIS proposes making improvements to parking that, by UDOT's admission, would reduce the amount of parking available to dispersed recreators. This includes at the Gate Buttriss, Grit Mill, and LCC Park and Ride lot—all of which are used year-round by climbers (and other visitors). It is unacceptable to propose instituting access barriers (by reducing parking) without offering alternative access and without justifying the decision—particularly in the context of plans which aim to facilitate user transport to private, developed recreation.

A serious proposal that aims to serve the needs of all LCC users would otherwise facilitate dispersed recreation access when such improvements are planned (e.g., with short-range trailhead shuttles).

Snow Sheds

The snow sheds proposed in the DEIS promise significant visual impacts that would forever alter the natural look and feel of this majestic and iconic Canyon. Although they would undoubtedly facilitate travel in the Canyon, the reality is that their utility extends only to a minority of winter days, while their impacts would be permanent and experienced every hour of every day. As with other parts of the DEIS, the snow sheds impose wide costs across Canyon users and the natural environment, while only delivering concentrated benefits for a select number of days a year.

Developing Intelligent, Equitable, and Effective LCC Transportation Solutions

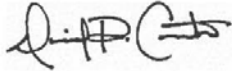
As I've sought to articulate throughout these comments, I encourage UDOT to recognize that the LCC DEIS process stood on shaky ground from the beginning. Its basis in such a narrowly crafted purpose and need effectively ensure the project will cost many Wasatch residents, while benefiting only the more privileged few. Furthermore, I urge UDOT officials to recognize that in seeking to stay in their bureaucratic "lane" (pun not intended), UDOT has precluded the consideration of some of the most important and consequential questions that are, in reality, deeply relevant to the future of the LCC ecosystem, not to mention recreation and transportation that takes place in it.

These include questions such as how the environment and recreation will change in the coming decades, as climate change accelerates, its impacts deepen, and the Wasatch snowpack surely changes dramatically—in ways anticipated and not. It also includes questions regarding the carrying capacity of the Canyon—now and in the future. No serious analysis of responsible Canyon use can be carried out until basic parameters—such as how many visitors the Canyon can absorb sustainably—are established.

To these ends, I implore UDOT officials to recognize the flaws and deficiencies of the LCC EIS process to this point, and the fundamental issues in the DEIS that cannot be readily remedied. I encourage they move forward with a commitment to try less-impactful measures before dramatic ones. A creative, cautious approach that combines equitably structured tolling with electric buses and other transit options (such as short-range shuttles) should precede expensive, destructive, and permanent infrastructure developments.

Thank you for this opportunity to provide this input.

Sincerely,



David P. Carter

COMMENT #: 13289
DATE: 9/3/21 7:01 AM
SOURCE: Email
NAME: Kim Rhodes

COMMENT:

Please see the attached comment regarding the Draft Environmental Impact Statement for Little Cottonwood Canyon.

Regards,
Kim Rhodes

Comments Regarding Little Cottonwood Canyon Transportation Alternatives Draft Environmental Impact Statement

Upon reviewing the transportation alternatives for Little Cottonwood Canyon (LCC) outlined in the Draft Environmental Impact Statement (DEIS) by UDOT, the bottom line is that the full range of alternatives such those that are less impactful to natural resources, recreation resources, and the viewshed have not been explored to the fullest extent possible. As this transportation plan will permanently alter both the user experience and natural beauty of the canyon, this is unacceptable. Additional points of concern include:

- The preferred alternatives identified by UDOT jeopardize recreation access for all user groups in LCC and thus do not fulfill UDOT's stated purpose and need for the EIS, which is to "improve safety, mobility, and reliability for **all** canyon users" (my emphasis added). In particular, the two preferred transportation alternatives impact climbing resources throughout the canyon by eliminating said resources and changing the climbing experience of the canyon.
- UDOT has not adequately addressed environmental justice concerns with regards to accessibility for low income and minority populations throughout the Salt Lake Valley. UDOT must realize and address the disproportionate impacts that any of the transportation alternatives, as well as peak period tolling, will have on these communities and their access to public lands in both the lower and upper canyon year round.
- To justify making permanent changes to the canyon, climate change and the effect that it will have on precipitation and drought, snow pack, and increasing temperatures *must* be considered more seriously. UDOT has failed to do this in the DEIS and thus has not adequately considered all aspects of the stated 2050 planning horizon.

These points will be discussed in greater detail below and will concentrate on addressing the preferred alternatives identified by UDOT.

Jeopardizes Dispersed Recreation Access

The two alternatives UDOT identified as preferred will result in limited recreational opportunities at the expense of many user groups while disproportionately benefiting one user group, resort skiers. These alternatives are short-sighted, introduce permanent changes to the canyon, and do not serve the purpose and need as stated in the DEIS. At the public hearing held at Butler Middle School on July 13, 2021, Dave Fields, a general manager of Snowbird stated that cars do not belong in Little Cottonwood Canyon and that they would like to see UDOT aiming for an even higher number of people that can get up canyon (by gondola) to the resorts to well over 1000 per hour. As UDOT has refused to complete a capacity study of the canyon to understand the impacts that this level of use would have on our watershed, it is impossible to know how much is too much. It is clear that this DEIS is a thinly veiled effort by UDOT to push an economic agenda for private business funded by taxpayer money and reduce access to public land for all user groups of Little Cottonwood Canyon.

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In the most recent survey conducted by the Salt Lake Climbers Alliance (SLCA), 98% of respondents said that access to climbing was an important factor in their decision to live in Utah. Personally, I moved to Utah for climbing and have lived here for over three years. I have purchased a home and I contribute to the local economy. In addition, I personally know several people who share the same story and who would not be here, contributing to Utah's economy, if it weren't for climbing access. In the long run, a more sustainable way to support the economy is not to destroy recreation resources that bring so many people to the Salt Lake Valley.

The PPSL (also known as *road widening*) will ultimately remove upwards of 29 boulders and the Gondola alternative has the potential to eliminate at least 35 boulders, primarily concentrated in the lower canyon. Not only is this a major loss for the climbing community, as well as decades of climbing history and culture, this will create impacts due to overuse in other climbing areas in the canyon and could be detrimental to water quality. If the Forest Service is going to agree to eliminate climbing areas by not using the 4f designation allowed by NEPA, then the Forest Service should be required to perform a cumulative effects analysis on climbing areas that will remain intact in the canyon. This analysis should be completed to understand what reasonably foreseeable impacts to these areas are likely to result from implementing the preferred alternatives.

With regard to the Gondola alternative, the DEIS lacks analysis on the impacts to dispersed recreational resource elimination and access limitations posed by the easements for the Gondola towers. The DEIS also lacks analysis on the temporary and permanent construction impacts associated with this alternative. Slope destabilization, erosion, etc. resulting from the construction efforts associated with this alternative may limit access or otherwise render climbing resources within the Gondola alignment unusable by climbers. In addition to these impacts, UDOT has not considered the impacts that the Gondola alternative will have, as it has the ability to increase the number of people that can be in the canyon at any given time. People will choose to ride the Gondola and people will choose to drive, the Gondola is not a solution for removing vehicles from the road. As UDOT has not completed a capacity study of the canyon, UDOT has no way of understanding the impacts that the increase in visitors could have on watershed resources, nature, and wildlife.

Environmental Justice Concerns

UDOT's proposals impose additional barriers to accessing upper Little Cottonwood Canyon during the winter in the form of public transit fare and private vehicle tolling. Such costs disproportionately burden lower income communities, making it harder for them to access popular and valuable environmental amenities. Furthermore, the proposals will negatively impact the types of outdoor recreation most available to lower income and minority community members.

UDOT has stated that environmental justice concerns are alleviated by the fact that tolling is required only for the upper canyon. The underlying assumption is that lower-income individuals do not wish to access the upper canyon/will not want to in the future. Given that the upper

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canyon not only houses ski resorts, but also many other dispersed recreation opportunities, we should collectively facilitate—not impede—disadvantaged residents' use of the accessible backcountry terrain that the upper canyon offers for lower-cost winter recreation, such as snowshoeing and sledding, as well as backcountry skiing and snowboarding, and (of course) downhill skiing at the resorts.

The preferred transportation alternatives would facilitate transportation to ski areas at the expense of access to, and experience in, dispersed recreation such as hiking, bouldering, snowshoeing—precisely the types of outdoor recreation that empirical evidence shows are more accessible to marginalized residents. In this way, UDOT's DEIS proposals threaten what environmental justice scholars refer to as a “double whammy” for marginalized residents wishing to recreate in Little Cottonwood Canyon: they impose financial barriers to the valuable environmental amenities of the upper canyon, while negatively impacting the more accessible environmental and recreation options of the lower canyon.

Climate Change Considerations

The only mention of climate change I was able to find throughout the DEIS was in Chapter 10: Air Quality, where the focus is on the preferred alternative's contribution to greenhouse gas emissions. While this should absolutely be an important consideration, UDOT has not fully addressed the impacts that climate change will ultimately have on the canyon by 2050 (the stated planning horizon for the Regional Transportation Plan).

With little effort, UDOT can begin to understand what lies ahead for the mountain west. The [Fourth National Climate Assessment \(2018\)](#) states that, “In parts of the region, hotter temperatures have already contributed to reductions of seasonal maximum snowpack and its water content over the past 30–65 years, partially attributed to human-caused climate change. Increased temperatures most strongly affect snowpack water content, snowmelt timing, and the fraction of precipitation falling as snow.” To say that there will be no snow in the Wasatch by 2050 would likely be an exaggeration. To consider a 2050 planning horizon, however, UDOT should take a cue from this past season's avalanche fatalities as a warning. Irregular snowfall as a result of climate variability will inevitably lead to a weaker snowpack, heightening the avalanche risk over time. As UDOT states in the DEIS, the Gondola will only cease operations for inspection of the haul line when artillery is used in the canyon for avalanche mitigation. As UDOT has not considered the likely impacts of climate change on snowpack stability, UDOT has not considered the amount of resources that will need to be devoted to these inspections and the impacts mitigation efforts may have on the operation of the Gondola.

Furthermore, [climate modelling specific to Park City Mountain Resort](#) predicts that by 2050, the ski season window will shrink, occurring for roughly twelve weeks between mid-December to late March. Even though a 2020 UDOT memo cited this research, UDOT has seemingly ignored this in considering the purpose and need. The potential impacts that climate change will have on snowfall in the Wasatch call into question the desire to address wintertime traffic in LCC. The DEIS lacks adequate analysis of climate change with regard to the 2050 planning horizon.

3 September 2021

Solution

It is inconceivable that UDOT should be able to implement a transportation solution that addresses traffic problems that occur 5% of the days in the year both at the expense of dispersed recreation users and taxpayers who will foot the bill, and serves private business.

Before making permanent changes to the canyon that will forever alter the landscape, a new alternative based on an expanded bus service coupled with tolling, enforcement of existing traction laws, and other traffic mitigation strategies be analyzed that includes dispersed recreation transit needs. Alternatives that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective. A less impactful alternative that combines enhanced bus service with tolling and other traffic mitigation strategies must first be implemented. Such an alternative could potentially eliminate the need for roadway widening. A phased approach to bus service will also allow for analysis of its impact on peak traffic before permanent changes are made to the canyon's landscape.

I hope that UDOT takes time to step back and take a hard look at the impacts that these preferred alternatives will have on the Salt Lake Valley community, which it should aim to serve. Not only will these alternatives permanently change the canyon, they reduce access for dispersed recreation and do not adequately account for minority, low-income, and disadvantaged populations throughout the Valley who wish to use their public lands.

Sincerely,
Kimberly Rhodes
Zip Code: [REDACTED]

A handwritten signature in black ink that reads "Kimberly Rhodes". The signature is written in a cursive, flowing style.

3 September 2021

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COMMENT #: 13290
DATE: 9/3/21 9:57 AM
SOURCE: Email
NAME: Robert Douglass

COMMENT:

Comment RJD-1A, Tolling, Lack of Parking and Pay-to-Park Will Reduce Ski Traffic Without Any Construction: UDOT Draft EIS Uses a Flawed Estimate of Vehicle Traffic in 2050 as a Design Criterion and Justification for the LCC Project

A detailed description is attached as a PDF as well as a this copy pasted below:

Comment RJD-1A, Tolling, Lack of Parking and Pay-to-Park Will Reduce Ski Traffic Without Any Construction: *UDOT Draft EIS Uses a Flawed Estimate of Vehicle Traffic in 2050 as a Design Criterion and Justification for the LCC Project*

The Draft EIS (D-EIS) states that by 2050 there will be an approximate 47% increase in vehicle traffic in Little Cottonwood Canyon (LCC) on S.R.210. The D-EIS provides no supporting data or analysis to justify this traffic volume. ***Published, existing historical data and forecast analysis strongly contradicts the D-EIS statement of traffic growth.*** The D-EIS claims a 38% to 108% increase in population in Salt Lake and Utah Counties by 2050. The unstated implication appears to be that this population growth will lead to a 47% increase in winter traffic in LCC in 2050. This assumption and ***traffic estimate are incorrect. Traffic is likely to increase much less than UDOT's D-EIS estimate and may in fact decrease by 2050.*** There are four reasons traffic volume will not increase rapidly and may well decrease:

- A. Non-construction measures including tolling, reduction of parking at the ski resorts and pay-to-park policies at the ski resorts
- B. The changing demographics of skiing
- C. Skier traffic is uncorrelated with Salt Lake and Utah County Population Growth
- D. Climate change.

This comment addresses reason A.

The benefits of Dynamic Tolling, not analyzed quantitatively in the Draft EIS, can be sufficient by itself: The D-EIS proposes dynamic tolling of private vehicles on S.R. 210 on heavy traffic days. Many examples exist, for example on expressways in the Eastern U.S., that show dynamic tolling can reduce traffic volumes by any desired amount merely by raising tolls as traffic increases. ***Dynamic tolling alone can reduce the 30th highest traffic hour volume by 30% and achieve UDOT's goals (or by any other amount).*** Setting appropriate dynamic tolls and having signs at the transportation hubs announcing the current tolls will drive many skiers to park their cars and take the existing bus options. Express buses, even without express lanes, would see even more ridership with dynamic tolling. The D-EIS does not present an analysis of the potential vehicle reduction achieved by dynamic tolling alone or in combination with enhanced busing even with no new express lanes. ***This approach would provide a net positive revenue stream to the State, incur no cost for taxpayers and achieve any desired amount of vehicle volume reduction.*** The only potential negative would be the possibility that some vehicles would divert to other ski areas rather than use the buses; however, ***maintaining or growing skier visits to the two commercial ski resorts was not a stated UDOT EIS objective.***

Any analysis of far more costly options without an analysis of the effects of dynamic tolling by itself or combined with enhanced busing without express lanes means that the D-EIS is incomplete and presents a potentially inaccurate picture of the bus option or no option other than tolling.

Reduction of parking spaces proposed by the Draft EIS will reduce traffic; its effect is not analyzed in the Draft EIS: The D-EIS proposes to reduce the net number of parking spaces along S.R.210 below the ski resorts by eliminating on-road parking. The proposed parking lots at non-resort destinations do not offset the number of parking slots removed by the D-EIS plan. Furthermore, banning on-road parking at the resorts will lower the number of available parking slots at the resorts. On the heaviest traffic winter days, including the 30th highest hour, all parking spaces provided by the resorts are full currently as are many or most of the parking areas below the resort like the White Pine area. On all these days, visitors spill out onto the highway for parking. By removing on-road parking, UDOT will increase the number of days when parking is unavailable. Simply *by placing signs at the transportation hubs alerting drivers that “all parking spaces are filled in the Canyon and no parking is allowed currently in the Canyon”, vehicles passengers by necessity will be diverted onto the buses.* This would be the case with the existing bus option and would be the case with enhanced buses, whether or not there were express lanes. *The cost to the taxpayers would be minimal as would the environmental impact* – electronic signs at the parking hubs and a process or system for determining that Canyon parking was full.

The Draft EIS is incomplete and potentially misleading because it does not consider the effect on traffic reduction due to the removal of parking spaces at the resorts and elsewhere in the Canyon. Because there will be **no parking available on the 30th highest traffic hour** with UDOT’s parking reductions, there can be **No Growth in Traffic** anytime between the imposition of the parking reductions and 2050. **The D-EIS assumption of a 47% growth on the 30th hour is clearly incorrect.** There can be no growth from today’s volume because there will be no parking available for even as many vehicles as exist today on the 30th hour. Far from a 47% growth in traffic as assumed by the D-EIS, a reduction compared to the present will occur on the busiest winter days as well as on the 30th highest traffic hour. The only way this reduction will not occur is if the resorts commit to building new parking structures to substantially expand parking slots at the resorts. They have no such commitments nor are they proposing any such commitments to additional parking.

The Draft EIS does not consider the effects of the ski resorts imposing pay-to-park policies just now in effect at Snowbird and being considered by Alta: Snowbird announced last spring that starting in the 2021/22 ski season, they will begin charging \$699 a season for parking in the areas closest to the ski lifts – the most desirable parking areas. Skiers parking in other areas will have a modest to long walk to the ski lifts and an uphill walk back to their vehicles at the end of the day. This fee is on top of the \$1,000+ season ticket cost. Alta is reportedly considering similar pay-to-park schemes. Some season passholders will no doubt go elsewhere as well as some non-season-pass day skiers. While Snowbird will lose some ticket sales, they will most likely make up the revenue from parking fees. The net result, however, will be a reduction in traffic in LCC. The D-EIS does not analyze the effects of the new resort parking fees on traffic reduction. *Without such analysis and factoring in alternative future parking policies of the resorts, the D-EIS traffic estimates for 2050 cannot be considered valid.*

Because the actual increase in traffic volume by 2050 is unknown and for the reasons cited above, the Draft EIS estimate is almost certainly inaccurate. Because traffic volumes leading up to 2050 are not predictable with any certainty, the Final EIS should emphasize the benefits of a scalable and phased approach possible with either Option 1: Enhanced Buses or Option 2: Enhanced Buses.

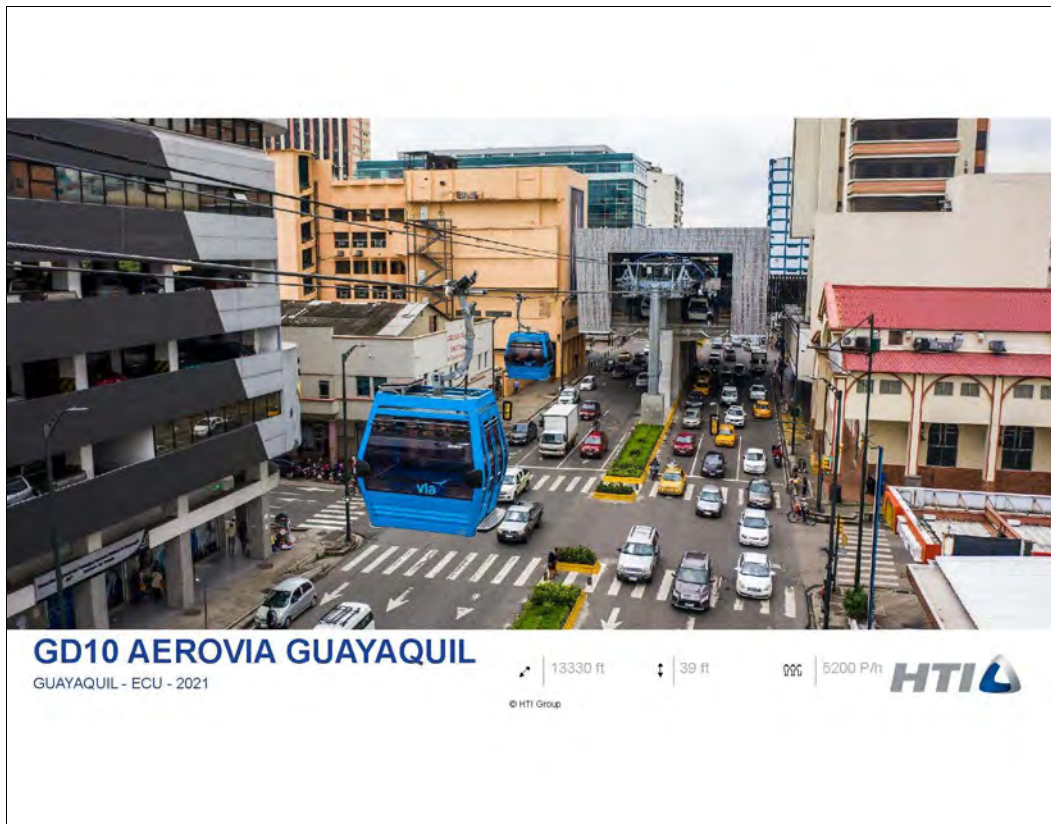
In contrast to bus options, the gondola imposes the full cost to the taxpayers and incurs maximum environmental impact on day one to create a capacity that is not needed until 2050, if ever. This needs to be explicitly reflected in the Final EIS evaluations of options.

COMMENT #: 13291
DATE: 9/3/21 10:00 AM
SOURCE: Email
NAME: Robert Douglass

COMMENT:

Comment RJD-1B, Declining Ski Visits Due to Demographics: UDOT Draft EIS Uses a Flawed Estimate of Vehicle Traffic in 2050 as a Design Criterion and Justification for the LCC Project

Detailed comment is attached as a PDF and also copied below:



Comment RJD-1B, Declining Ski Visits Due to Demographics: UDOT Draft EIS Uses a Flawed Estimate of Vehicle Traffic in 2050 as a Design Criterion and Justification for the LCC Project

The Draft EIS (D-EIS) states that by 2050 there will be an approximate 47% increase in vehicle traffic in Little Cottonwood Canyon (LCC) on S.R.210. The D-EIS provides no supporting data or analysis to justify this traffic volume. ***Published, existing historical data and forecast analysis strongly contradicts the D-EIS statement of traffic growth.*** The D-EIS claims a 38% to 108% increase in population in Salt Lake and Utah Counties by 2050. The unstated implication appears to be that this population growth will lead to a 47% increase in winter traffic in LCC in 2050. This assumption and the ***traffic estimates are incorrect. Traffic is likely to increase much less than UDOT's D-EIS estimate and may in fact decrease by 2050.*** There are four reasons traffic volume will not increase rapidly and may well decrease:

- A. Non-construction measures including tolling, reduction of parking at the ski resorts and pay-to-park policies at the ski resorts
- B. The changing demographics of skiing
- C. Skier traffic is uncorrelated with Salt Lake and Utah County Population Growth
- D. Climate change.

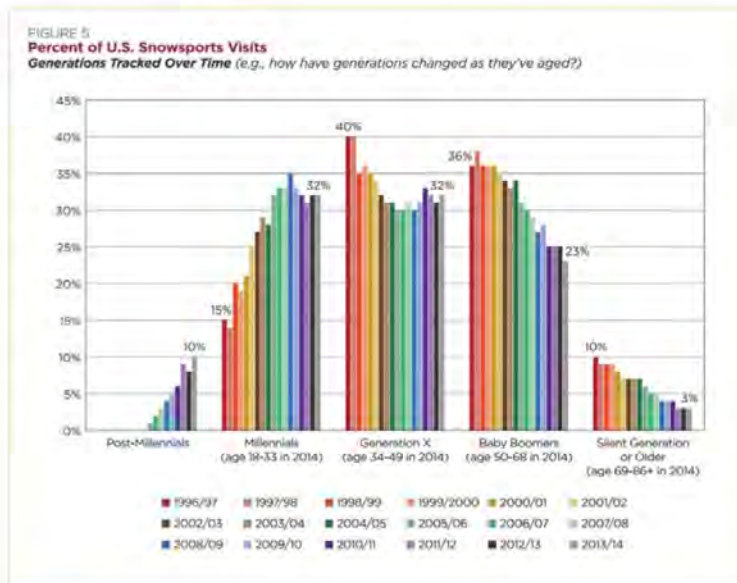
This comment addresses reason B.

The Ski Industry Forecasts a Drop in the Number of Downhill Ski Visits by 2050 Due to Changing Demographics in the Sport: The ski industry fears that there may be a reduction in skier visits both nationwide and in Utah by 2050. A study by the National Ski Area Association, a group representing downhill-skiing related businesses, showed a decrease in skier visits of 1.3% in the Rocky Mountain region from 2009 to 2019 and a decrease of 14.5% nationally. The number of skier-days has dropped and will likely continue to drop because of two factors:

1. Climate change is shortening the season and reducing the snowpack throughout Utah and the West, and
2. As Baby Boomers rapidly retire from the sport, they are not being replaced in equal numbers by Generation X and even less so by Millennials, the demographic who will dominate skiing in 2050.

To maintain the same number of skier visits in 2050 as today, in a study published in the Journal the National Ski Area Association (NSAA), the ski industry states that to avoid a decline in skier-days per year Millennials must replace Baby Boomers by 2050 at a rate of 2 to 1. Millennials are in fact not embracing the sport at anywhere near the rate needed to maintain current participation. The NSAA study shows that millennials are skiing fewer days per person than Boomers did when in the same age cohort (see Figure 5 from the study, reproduced below). Millennials have already peaked in terms of their maximum ski-days for a given age group and are at levels below Boomers for comparable age groups. They appear to be falling from their peak as they age. The NSAA is a ski advocacy and lobbying group for commercial businesses related to downhill skiing. They are not funded to provide gloomy forecasts for the industry, so

their forecast for potential declining participation in downhill skiing is not likely to be exaggerated.



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www.nsaa.org

Far from seeing a 47% increase in traffic in Little Cottonwood Canyon, both past data and informed forecasts predict Little Cottonwood will see static to decreasing skiing traffic by 2050 due to a decline in the popularity of downhill skiing – *invalidating UDOT's Draft EIS premise* for justifying the need for massive transportation projects in Little Cottonwood Canyon.

Because the actual increase in traffic volume by 2050 is unknown and for the reasons cited above, the Draft EIS estimate is almost certainly inaccurate. Because traffic volumes leading up to 2050 are not predictable with any certainty, the Final EIS should emphasize the benefits of a scalable and phased approach possible with either Option 1: Enhanced Buses or Option 2: Enhanced Buses.

In contrast to bus options, the gondola imposes the full cost to the taxpayers and incurs maximum environmental impact on day one to create a capacity that is not needed until 2050, if ever. This needs to be explicitly reflected in the Final EIS evaluations of options.

Sources/References:

"Millennials Under the Microscope: The Most Studied Generation and Snowsports," NSAA Convention Issue 2015, Millennials Under the Microscope, Dave Belin
<https://www.rrcassociates.com/wp-content/uploads/2015/05/Millennial-Article-Convention-Issue-2015.pdf>

National Ski Areas Association reported a drop of 1.7million skiers from 2010 to 2015: 10.1m to 8.4m. Skier visit statistics: decline of 7.7m 2010 to 2016.
<https://www.originoutside.com/insights/is-our-obsession-with-conversion-killing-the-ski-industry>

"As Baby Boomers Leave Ski Slopes, Millennials are Failing to Fill in the Gaps," Carolyn Webber, 16 Oct 2017, The Aspen Times/Snowmass Sun:
<https://www.aspentimes.com/news/as-baby-boomers-leave-ski-slopes-millennials-are-failing-to-fill-in-the-gaps/>

"Skiing is on The Skids, Millennials aren't as invested in the sport as boomers have been," Kent Allen Oct 2017 AARP <https://www.aarp.org/home-family/friends-family/info-2017/skiing-decline-millennials-fd.html>

"Skiing is not a growing sport," he said. "We have a problem — the baby boomers are aging out. And they have been a big source of skier days." **Quoting Jim Powell, vice president of marketing at the Park City Camber/Bureau.** "This is a trend that ski resorts are seeing more and more every year." Millennials simply do not ski or snowboard as much as boomers.

"As Baby Boomers Leave Ski Slopes, Millennials are Failing to Fill in the Gaps," Carolyn Webber, 10 Oct 2017, Summit Daily <https://www.summitdaily.com/news/regional/as-baby-boomers-leave-ski-slopes-millennials-fail-to-fill-gap/>

"Millennials don't have the money": <https://www.styleatititude.com/millennials-skiing-resorts-future.html> A Millennial View of the Future for Ski Resorts, Angus Roster, Oct 2020

COMMENT #: 13292
DATE: 9/3/21 10:03 AM
SOURCE: Email
NAME: Robert Douglass

COMMENT:

Comment RJD-1C, Flawed Assumption that Population Growth Predicts Growth in Skier Visits: UDOT Draft EIS Uses a Flawed Estimate of Vehicle Traffic in 2050 as a Design Criterion and Justification for the LCC Project

A PDF of the details of this comment is attached for your convenience and copied below. Please acknowledge receipt.

Comment RJD-1C, Flawed Assumption that Population Growth Predicts Growth in Skier Visits: UDOT Draft EIS Uses a Flawed Estimate of Vehicle Traffic in 2050 as a Design Criterion and Justification for the LCC Project

The Draft EIS (D-EIS) states that by 2050 there will be an approximate 47% increase in vehicle traffic in Little Cottonwood Canyon (LCC) on S.R.210. The D-EIS provides no supporting data or analysis to justify this traffic volume. *Published, existing historical data and forecast analysis strongly contradicts the D-EIS statement of traffic growth.* The D-EIS claims a 38% to 108% increase in population in Salt Lake and Utah Counties by 2050. The unstated implication appears to be that this population growth will lead to a 47% increase in winter traffic in LCC in 2050. This assumption and the *traffic estimates are incorrect. Traffic is likely to increase much less than UDOT's D-EIS estimate and may in fact decrease by 2050.* There are four reasons traffic volume will not increase rapidly and may well decrease:

- A. Non-construction measures including tolling, reduction of parking at the ski resorts and pay-to-park policies at the ski resorts
- B. The changing demographics of skiing
- C. Skier traffic is uncorrelated with Salt Lake and Utah County Population Growth
- D. Climate change

This comment addresses reason C.

Historical UDOT winter traffic data for LCC shows that population growth in Salt Lake and Utah Counties does NOT predict growth of traffic in LCC: The UDOT Draft EIS says traffic will increase in LCC on the 30th highest traffic volume hour by approximately 47% by 2050. They provide no data nor supporting analysis for this assumption. They imply without stating it directly that their projected population growth in Salt Lake and Utah Counties of 38% to 108% accounts for their 47% traffic increase in winter by 2050 on the 30th hour. Data compiled by UDOT and tabulated by the Mountain Accord study showed that there is no correlation between the growth of Salt Lake and Utah Counties and the volume of winter traffic in LCC. Page 14, Figure 7 of the Mountain Accord Report, "Existing Conditions and Future Trendlines of the Transportation System: System Group Recommendations" shows UDOT data for the change in the number of vehicles per day from 2003 to 2013 in LCC in the month of February – reproduced here as Figure 1.

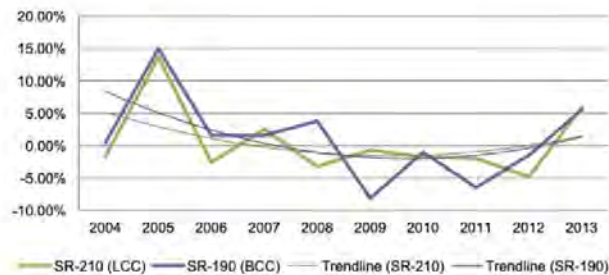
https://mountainaccord.com/pdf/MA_Transp_Existing_Conditions_FutureTrendlines_FINAL.pdf

This figure shows that the average traffic increased over that decade by only 0.2%. A better measure of traffic change is provided by the median traffic change per year and that was a *decrease of 2.5%*. Traffic decreased in 7 of the 10 years covered by the study. During that same decade the population of Salt Lake and Utah Counties increased by a combined 22%. To repeat: *median traffic volume in February decreased by 2.5% in contrast to population which increased by 2.2% – opposite trends.* Population growth in these two counties manifestly do not predict skier traffic in LCC. This fact is not surprising because only a small percentage of Utahns ski or board and a significant percentage of LCC ski visits are made by out of state visitors. It is also not surprising because studies by Wobus et al (as discussed in Comment RJD-

1D) show that the number of ski visits in a year to a specific ski resort only correlate strongly with the amount of snowpack received at that ski resort in that year and not with local population growth:

<https://www.sciencedirect.com/science/article/pii/S0959378016305556?via%3Dihub>. Note that the Mountain Accord shows a 2nd order trend line that ends with an approximate 1% increase in 2013; however, a 1st order trend line would show a decreasing trend for the decade.

Existing Conditions & Future Trendlines of the Transportation System



Source: UDOT

Figure 1. Cottonwood Canyons Change in Vehicles per Day (February) (2003-2013). Source UDOT, presented by Mount Accord: https://mountainaccord.com/pdf/MA_Transp_Existing_Conditions_FutureTrendlines_FINAL.pdf

The UDOT D-EIS provides no data or support for its primary justification of a 47% increase in traffic by 47%. Because the design of each of the D-EIS options is formed around and sized based on this assumed growth of traffic volume, it is critical that *the Final EIS provides the supporting data and analysis to justify an estimate that is not at odds with existing historical data and forecasts*. If, as the D-EIS seems to imply, the traffic in 2050 is based on population growth in Salt Lake and Utah Counties, then the D-EIS is based on an inaccurate forecast of future traffic volume. Historical trends in skier-traffic growth, climate change, ski-industry demographics, and no-cost options such as tolling and parking reductions indicate that the projected skier traffic estimate used by the Draft EIS is fundamentally flawed and inaccurate. *Without accurate traffic projections, supported by data and extensive analysis, none of the relative merits and environmental impacts of any of the options in the Draft EIS can be assessed correctly or objectively.*

Because the actual increase in traffic volume by 2050 is unknown and for the reasons cited above, the Draft EIS estimate is almost certainly inaccurate. Because traffic volumes leading up to 2050 are not predictable with any certainty, the Final EIS should emphasize the benefits of a scalable and phased approach possible with either Option 1: Enhanced Buses or Option 2: Enhanced Buses.

In contrast to bus options, the gondola imposes the full cost to the taxpayers and incurs maximum environmental impact on day one to create a capacity that is not needed until 2050, if ever. This needs to be explicitly reflected in the Final EIS evaluations of options.

COMMENT #: 13293
DATE: 9/3/21 10:05 AM
SOURCE: Email
NAME: Robert Douglass

COMMENT:

Comment RJD-1D, Climate Change Will Reduce the Ski Season and Skier Visits by 2050: UDOT Draft EIS Uses a Flawed Estimate of Vehicle Traffic in 2050 as a Design Criterion and Justification for the LCC Project

A PDF of the details of this comment is attached for your convenience and copied below. Please acknowledge receipt.

Comment RJD-1D, Climate Change Will Reduce the Ski Season and Skier Visits by 2050: UDOT Draft EIS Uses a Flawed Estimate of Vehicle Traffic in 2050 as a Design Criterion and Justification for the LCC Project

The Draft EIS (D-EIS) states that by 2050 there will be an approximate 47% increase in vehicle traffic in Little Cottonwood Canyon (LCC) on S.R.210. The D-EIS provides no supporting data or analysis to justify this traffic volume. *Published, existing historical data and forecast analysis strongly contradicts the D-EIS statement of traffic growth.* The D-EIS claims a 38% to 108% increase in population in Salt Lake and Utah Counties by 2050. The unstated implication appears to be that this population growth will lead to a 47% increase in winter traffic in LCC in 2050. This assumption and *the traffic estimates are incorrect. Traffic is likely to increase much less than UDOT's D-EIS estimate and may in fact decrease by 2050.* There are four reasons traffic volume will not increase rapidly and may well decrease:

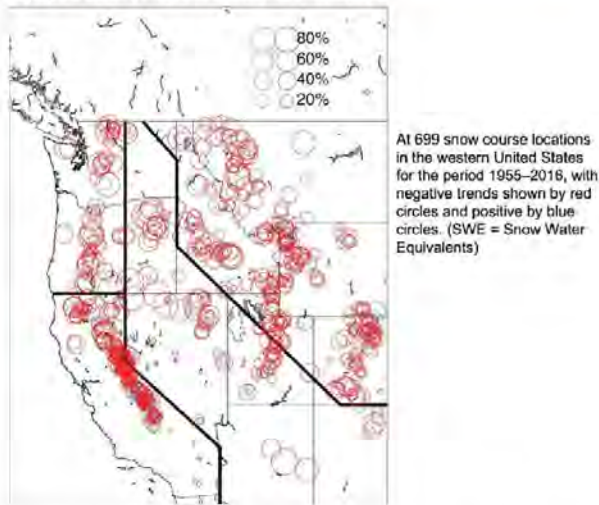
- A. Non-construction measures including tolling, reduction of parking at the ski resorts and pay-to-park policies at the ski resorts
- B. The changing demographics of skiing
- C. Skier traffic is uncorrelated with Salt Lake and Utah County Population Growth
- D. Climate change

This comment addresses reason D.

Historical data shows that Climate Change reduced the snowpack and ski season in both duration and number of visits. Forecasts show it will continue to do so through 2050: A study published in the journal Geophysical Research Letters by Zeng et al of the University of Arizona found that snowfall across the West has already declined by 41% on average since 1982 with 34 fewer days in the snow season: <https://agupubs.onlinelibrary.wiley.com/doi/full/10.1029/2018GL079621>. A study published in the Journal Nature NPJ by Mote et al in 2018 found that "Over 90% of snow monitoring sites with long records across the western US now show declines (1955-2018)."
<https://www.nature.com/articles/s41612-018-0012-1>. This includes the Wasatch Mountains and Snowbird and Alta Ski resorts with declines of 20% to 60%: see Figure 1 below taken from <https://www.nature.com/articles/s41612-018-0012-1/figures/1> (SWE is Snow Water Equivalent).

Figure 1. Declining Snowfall In Wasatch and the West
from <https://www.nature.com/articles/s41612-018-0012-1/figures/1>

a) April 1 Observed SWE Trends 1955-2016



This historical trend is critical for the UDOT D-EIS analysis because forecasts say the trend will continue in the coming decades. The impacts of climate change will be felt and in fact accelerate through 2050, even if the world instigates herculean efforts to mitigate climate change before 2050. Studies show that the only factor that correlates strongly with the number of skier-visits in a year at a given ski area is the amount of snowfall in the year. This correlation is demonstrated convincingly by a study published in ScienceDirect by Wobus et al, conducted by the University of Colorado, the EPA and Abt Associates, entitled "Projected Climate Change Impacts on Skiing and Snowmobiling: A case study of the United States."

<https://www.sciencedirect.com/science/article/pii/S0959378016305556?via%3Dihub>. The Wobus et al analysis forecasts significant impact of climate on downhill skiing as well as on cross-country ski visits and snowmobile trips. For the impact of climate on downhill skiing visits, Figure 2 from Wobus et al shows that in the Rocky Mountain Region, downhill ski visits will decline in a range from 15% to 22% by 2050, using a lower and higher climate impact estimate. Estimates are compiled from five global climate models and assume constant population. Factoring in estimates of the rapidly growing Rocky Mountain region population, assuming the growth rate holds, then the lower climate impact models still forecast only an approximate 7% growth and just 2.4% followed by a decline in subsequent years for a higher impact model — ***both estimates are far below the 47% increase used by UDOT's D-EIS to design its options.***

Clearly, the final EIS must take account of climate change before spending \$0.5 billion of the taxpayers' money.

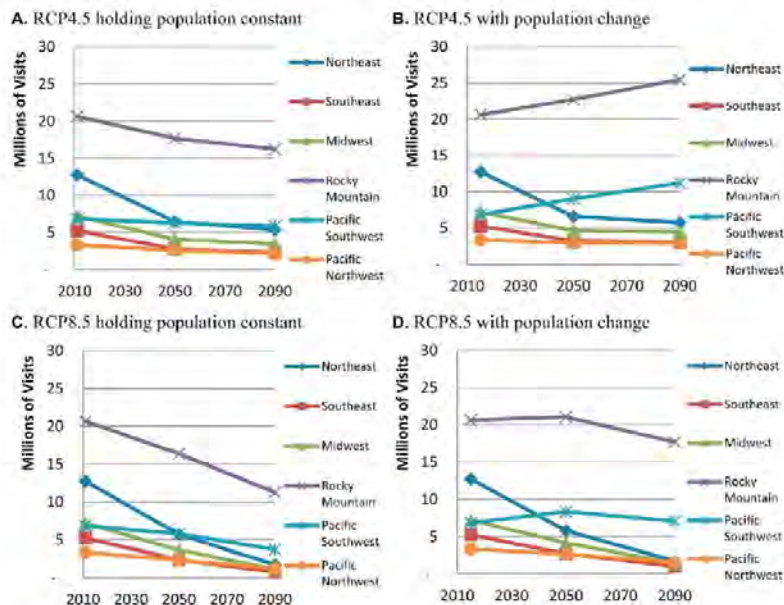


Fig. 2. Comparison of projected impact of climate change on downhill skiing visits with and without population growth and allowing with low climate change impact (RCP4.5) and a high impact (RCP8.5). From: <https://www.sciencedirect.com/science/article/pii/S0959378016305556?via%3Dihub>

To understand the specific impact of climate change on downhill ski visits in Utah by 2050 and beyond, a key source is the study commissioned by the Park City Foundation on the impact of climate change on future ski-visits to the Park City ski areas: <http://www.parkcitygreen.org/Community/Community-Footprint/SOS-ClimateStudy.aspx>. This study indicates that declining snowpack will cause the loss of 272,000 skier-days by 2050, as a low estimate, and 664,000 skier-days as a high estimate, as shown below in Table 4.1 from that study. While Snowbird and Alta are at a higher elevation than Park City with a longer season, a proportional loss in ski visits to LCC will be experienced by 2050 due to declining snowpack and snow season. *Climate change will almost certainly limit traffic growth in the winter in LCC to a small amount or may even cause it to decline.*

Table 4.1. Projected skier days with and without climate change

Year and scenario	% change in snowpack ^a	Skier days without climate change (1,000s)	Skier days with climate change (1,000s)	Lost skier days from climate change (1,000s)
2030 (A1B)	-15%	1,870	1,667	203
2050 Low (B1)	-27%	2,066	1,794	272
2050 Middle (A1B)	-34%	2,066	1,617	449
2050 High (A1FI)	-43%	2,066	1,402	664

a. Approximate % change in snowpack is calculated as the average annual snowpack; averaged over all elevation zones.

From ParkCityGreen:

<http://www.parkcitygreen.org/Community/Community-Footprint/SQS-ClimateStudy.aspx>

The UDOT D-EIS says the impact of climate change on LCC winter traffic was raised in public comment previously. The D-EIS states that after reviewing the issue, it was ignored in their analysis and design of options. *Ignoring the projected effects of Climate Change on LCC traffic is a fundamental oversight and miss-calculation in the Draft EIS. None of the options can be assessed correctly or with any accuracy if climate change is not accounted for.*

Because the actual increase in traffic volume by 2050 is unknown and for the reasons cited above, the Draft EIS estimate is almost certainly inaccurate. Because traffic volumes leading up to 2050 are not predictable with any certainty, the Final EIS should emphasize the benefits of a scalable and phased approach possible with either Option 1: Enhanced Buses or Option 2: Enhanced Buses.

In contrast to bus options, the gondola imposes the full cost to the taxpayers and incurs maximum environmental impact on day one to create a capacity that is not needed until 2050, if ever. This needs to be explicitly reflected in the Final EIS evaluations of options.

COMMENT #: 13294
DATE: 9/3/21 10:06 AM
SOURCE: Email
NAME: Robert Douglass

COMMENT:

Comment RJD-2: There is no data or analysis supporting the UDOT Draft EIS assertion that the Gondola Option is more reliable than any other option.

A PDF of the details of this comment is attached for your convenience and copied below. Please acknowledge receipt.

Comment RJD-2: There is no data or analysis supporting the UDOT Draft EIS assertion that the Gondola Option is more reliable than any other option.

The UDOT Draft EIS (D-EIS) states that the gondola at La Caille is a preferred option in terms of reliability. Separately from the D-EIS, supporters of the Gondola claim that it is safer because “no one has ever died in a gondola” and it provides an alternative emergency transit for evacuating LCC. *The D-EIS appears to provide zero data or analysis to support the assertion that a gondola option is more reliable than enhanced buses or enhanced buses with express lanes. The D-EIS appears to accept the manufacturer’s assertions that the system is highly reliable and extremely safe at face value. Taking a manufacturer’s assertions on reliability and safety is rarely a sound approach, especially where thousands of lives are at risk*

No lift in LCC today operates without occasional disruptions due to electrical or mechanical failures, and stoppages for maintenance, and repair needs and due to high winds and thunderstorms. The proposed La Caille gondola will be a unique and a vastly more complex engineering challenge and mechanism than any of the lifts in Utah or in North America and quite likely anywhere in the world. It will be the longest and largest lift in North America and may be the third longest gondola in the world. Besides its size and length, it must operate in a narrow, deep, steep canyon subject to ferocious winter storms and periodic extreme winds as well as frequent lightning storms.

A gondola with towers from 131 to 262 feet tall will face other potential hazards affecting its reliability. The base station, initial transfer station and the highest tower will be placed within a few hundred meters of one of the Intermountain West’s largest and most active faults, the Wasatch fault. UDOT acknowledges this placement when they stated that they will not build the gondola base and parking structure to the north or west of La Caille on open land because it would be directly in the Wasatch fault. Damage from a major movement on this fault, however, would be only slightly mitigated, if at all, a few hundred meters away in the proposed gondola base. Multiple grabens (drops in the ridgeline due to past earthquakes) are clearly evident above and to the immediate south of the proposed parking and base structures and 262-foot tower. The grabens are even noted on a plaque beside S.R.209 near the gondola base. They indicate that substantial movement occurred on the ground under the gondola base, dropping many feet numerous times in past years. What amplifies the danger of catastrophic earthquake damage is that the ground under the proposed parking structure and gondola base and highest tower consists of glacial till and alluvial fill. This fill ranges in particle size from dust to giant boulders, as can be seen across S.R.210 in the Open Space. Such fill is not only an unstable base for large-scale construction it is notorious for amplify earthquake shaking movements. Even if the gondola or base structures or towers are not damaged by an earthquake, considerable disruptions would occur while it was inspected for possible damage. *The Draft EIS fails to provide a geological engineering risk analysis for earthquake-risk to the parking structure, gondola base, and the gondola’s 1st and highest tower. No comment on gondola reliability or safety is accurate without such an analysis and report.*

Earthquakes are not the only low-probability, but extreme-risk events that are not adequately addressed in the D-EIS. Aircraft routinely and daily operate in the Canyon during the winter. The Wasatch Powder Birds operate helicopters from a helipad that is currently underneath the planned path of the gondola. Additional helicopters are frequent visitors to the canyon for transportation and emergency needs. Fixed-winged aircraft and ultralight aircraft also frequently fly low in the Canyon. This past season at least one F-35 crossed low over the Snowbird ski area and buzzed the top of Mount Baldy. ***Its flight path recalled the cable cutting and dozens of fatalities of a tram in Italy by a U.S. Marine F-14 that hit the cable during a training flight.***

Other low probability but extreme-risk hazards exist. ***Increasingly, forest fires are becoming likely in LCC.*** Forest fires have struck the nearby Parley's and Alpine Canyons in recent years, sending smoke and ash into LCC. Given trends across the West, it seems probable that a forest fire will occur in LCC by 2050. While the gondola may not be operating during forest fire season, there would be a high likelihood that it's towers, cables, transfer stations or loading stations would be damaged by a forest fire in the Canyon, causing an outage that would continue into the winter while repairs are completed. Roads are rarely closed for long by forest fires or extensively damaged. Heat induced damage to a giant gondola could take months and millions to repair. ***This increasing plausible scenario poses a threat to the gondola reliability and safety and is not considered in the Draft EIS.***

The reliability of a massive and unique gondola in LCC is unknown both because of the predictable disruptions incurred routinely by every lift in LCC today and also because of lower probably but higher risk events like earthquake, aircraft and forest fires. The D-EIS provides no data on the projected reliability of such a gondola because ***no comparable gondola in a comparable environment exists.*** To claim higher reliability than other options, ***the Final EIS needs to provide historical statistical data as evidence of projected reliability and average up-time and support that data with extensive analysis that explains convincingly how such historical data on other gondolas can be extrapolated to a massive gondola in LCC.*** Manufacturers claims are not sufficient.

In contrast, UDOT has decades of data on the reliability of road transportation in LCC. The D-EIS analysis says that road closures will be reduced to 2 to 5 days by their proposed snowsheds (a feature of all options). Moreover, closures on those 2 to 5 days will be caused by the smaller or easily cleared secondary avalanche shuts. So not only will total days with road closures shrink, the hours of closure and the cost of clearing obstructions will shrink even more. ***Lacking any comparable data and analysis on the projected reliability of the gondola, it would be inaccurate to claim in the Final EIS that the gondola is more reliable than the bus options.***

Added to the unknown reliability of the gondola are questions on the safety and efficacy of extracting passengers from a disabled gondola, suspended at up to 262 feet in the air. While the manufacturer says there is no problem with using an emergency, gravity powered retraction of people in gondola cars in the event of a failure, many risks and potential mishaps can be envisioned during such an operation. For example, a loaded car may not successfully

pass a transit station, stranding people more than 200 feet in the air as well as stranding all the other people in the gondola cars above it. Contrary to claims by gondola supporters that no one has died in a gondola, major gondola, lift and tram disasters have claimed hundreds of casualties in Squaw Valley, Vail, Keystone, Italy and other areas. The UDOT Draft EIS appears to take at face value the manufacturer's assertions that everything will go smoothly in an emergency evacuation that has never been performed in North America. ***History shows that manufacture's safety assertions are best not taken at face value where hundreds of lives are at risk. The Final EIS needs to conduct and present its own safety analysis*** with supporting data and assumptions.

Although not touted as an advantage of the gondola option in the D-EIS, supporters have asserted that a gondola provides an emergency exit system for evacuating the Canyon. If they mean that hotel visitors trapped at the resort during road closures have a path to exit the Canyon, it would be a marginal benefit because UDOT's proposed snowsheds reduce the average hours of road closures to a very small number throughout the year. If gondola supporters believe the gondola option provides an emergency evacuation for everyone at the top of the Canyon in the advent of a disaster, they are mistaken. The gondola can only transport 1050 people per hour while the resort visitors and employees constitute tens of thousands of people requiring days to evacuate by the gondola. Moreover, the only likely event requiring the Canyon to be evacuated would be a forest fire. The gondola would not help in this eventuality. UDOT does not plan to operate the gondola during forest fire season. It would also be unconscionable to operate a gondola full of hundreds of people above a forest fire in the Canyon. The express bus lane option provides additional capacity to get people off the top of the Canyon but more importantly it provides an enhance ability to move firefighters, supplies and emergency equipment uphill to the resort areas to fight fires and assist casualties. ***The enhanced bus option with express lanes clearly adds the greatest additional safety margin for Canyon emergencies and should be addressed as a significant benefit in the Final EIS.***

COMMENT #: 13295
DATE: 9/3/21 10:08 AM
SOURCE: Email
NAME: Robert Douglass

COMMENT:

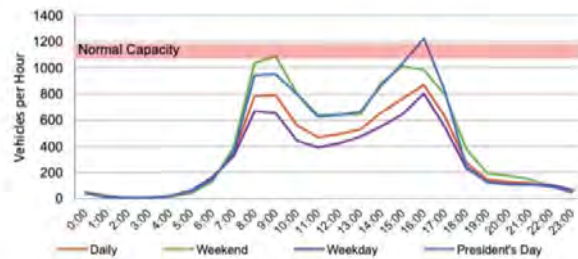
COMMENT RJD-3: The UDOT Draft EIS Uses a Flawed Design Criterion for S.R. 210: 30th Highest Traffic Hour

A PDF of the details of this comment is attached for your convenience and copied below.

COMMENT RID-3: The UDOT Draft EIS Uses a Flawed Design Criterion for S.R. 210: 30th Highest Traffic Hour

The Draft EIS (D-EIS) bases its design of options on reducing traffic on the 30th highest traffic hour. This is common industry practice for highway improvement design, as the D-EIS points out. But *using the 30th highest traffic hour as a design basis for Little Cottonwood traffic improvements is a flawed design criterion that ends up spending approximately \$0.5 Billion for transit improvements that address only a tiny fraction of similar hours out of the total traffic hours in the year.* Specifically, the traffic on the 30th highest hour on S.R. 210 in LCC resembles other hours in terms of traffic volume (+/- 25% of the 30th hour) on only 0.7% of the hours in the year occurring on fewer than 10% of the days in the year. Because the 30th highest hour on LCC occurs *on a road where the traffic patterns are extremely skewed* around a few days on weekends, snow-closure days, and a few holidays. *In contrast to most highways, the 30th highest hour in LCC on S.R.210 is not remotely representative of typical heavy traffic patterns, even during the winter ski season.*

Rationale: The practice of designing road improvements for the 30th highest traffic hour makes sense for most highways that have peak commuter traffic where peaks occur every weekday for an hour or two in the morning and again in the afternoon, for example Wasatch Rd. between BCC and LCC. For such highways using the 30th highest hour lets highway engineers design for an hour that represents many of the hours of heavy traffic during the year without over-designing for the very highest hour which occurs only once a year. If one looked at LCC Rd., S.R. 210, traffic only during weekdays in winter and ignored holidays, weekends and snow-closure days, S.R. 210 traffic looks like a typical highway and the 30th highest hour would be a good design criterion. To be quantitative, take for example the Weekday “vehicles per hour” shown as the purple trend line for February traffic in 2013 compiled by UDOT and published on page 17 of The Mountain Accord Report: “Existing Conditions & Future Trendlines of the Transportation System, The System Group Recommendations,” Figure 12 “Little Cottonwood February Traffic 2013” reproduced below. The highest hours fall on the hours after road closures and during morning and afternoon peaks on holidays. The 30th highest traffic hour falls during either the 1.5 hours of heavy morning traffic or 1.5 hours of late afternoon weekend traffic. If one tabulates the volume per hour for the 30th highest hour for weekdays only, the 30th hour has a volume that is within +/- 25% of the traffic for all weekday daytime hours. A quarter of all traffic is similar to the 30th hour if one considers weekdays only. The 30th weekday hour on LCC Road is representative of every weekday rush hour in the morning and evening. It would be a good design criterion for S.R. 210 if there were no weekends, snow-closure days, nor holidays where the traffic is much greater than the typical weekday rush hours. *But the 30th highest traffic hour for LCC does not fall on a weekday and it is representative of very few other hours of the year.*



Source: UDOT

Figure 12. Little Cottonwood February Traffic (2013)

LCC is not a typical highway; its 30th highest traffic hour falls on exactly those days of highly skewed traffic after snow closures, in the morning or evening on the weekends, and on holidays. Figure 12 does not show traffic volume after opening the road on snow-closure days (10.8 on average per the D-EIS) and these would be the highest vehicles per hour filling S.R.210 to maximum capacity. The morning and evening rush during the 1 to 2 hours on weekends and holidays comprise the next most dense traffic hours. Together in a typical winter ski season, these hours include approximately 60 hours, including the 30th highest hour. ***This means only 0.7% of all the hours in the year are within 25% of being similar to the 30th highest hour in LCC. This contrasts to typical highways where the 30th highest hour resembles approximately 25% of all traffic hours through the year.***

UDOT's Draft EIS uses a flawed criteria for S.R. 210 because of S.R. 210's highly skewed traffic distribution makes it different from other highways. \$0.5 billion dollars are being spent to improve traffic for a tiny fraction of all the hours and fewer than 10% of all the days. In the Final EIS, UDOT needs to reconduct their analysis and design using a traffic hour that is represents 25% of the traffic hours, not just an hour that representative of only 0.7% of traffic hours as the Draft EIS does.

COMMENT #: 13296
DATE: 9/3/21 10:09 AM
SOURCE: Email
NAME: Robert Douglass

COMMENT:

Comment RJD-4: The Draft EIS fails to consider considerable traffic and environmental impacts on S.R.209 and Wasatch between S.R.209 and S.R.210 for the gondola options.

A PDF of the details of this comment is attached for your convenience and copied below.

Please acknowledge receipt.

Comment RJD-4: The Draft EIS fails to consider considerable traffic and environmental impacts on S.R.209 and Wasatch between S.R.209 and S.R.210 for the gondola options.

According to the mission statement for the UDOT LCC Project, *the Draft EIS (D-EIS) specifically excludes as out of scope consideration of impacts on the environment from traffic on S.R. 209 and the section of Wasatch between S.R. 209 and 210.* This is troubling because UDOT projects a 47% increase in traffic up the Canyon by 2050, much of it up S.R. 209, only partially mitigated by express buses to the gondola base at La Caille. With the express bus option, buses on S.R.209 will still have to turn right up the Canyon and merge with S.R.210 traffic as all S.R.209 traffic currently does. However, the express bus options remove many vehicles from both S.R. 209 and 210, making the merge easier than today. *For the La Caille gondola option, there appears to be no provision on how to get cars and buses coming up S.R. 209 into the La Caille gondola base. If they have to turn left from S.R.209 onto S.R.210 at the "Y" they will considerably disrupt vehicle traffic going up the Canyon on S.R.210.* Today, it is almost impossible to turn left from S.R.209 onto S.R.210 during morning and afternoon ski rush hours. A light would need to be installed. *If vehicles instead go down the short section of Wasatch from S.R.209 to S.R.210, it will mean thousands of additional vehicles on that section of road.* When they then have to merge with S.R.210 to turn right to reach the Canyon or gondola base, they will cause additional delays on S.R.210 with the gondola option.

In addition to traffic added coming up S.R.209 attempting to reach the gondola base for skiing, there will be much of the additional visitor traffic associated with commercial developments around the gondola. That activity will occur year-round and would put many more vehicles on S.R. 209 with bottlenecks either at S.R.209 and S.R.210 at the left turn or going down the short segment of Wasatch and turning right. The Draft EIS appears to provide NO plans to accommodate this increased flow on S.R.209 and mitigate its environmental impact in the mouth of the Canyon.

The express bus options avoid the large-scale traffic impacts to S.R.209 and the segment of Wasatch Road between S.R.209 and S.R.210 that the La Caille gondola would create. The Draft EIS appears to fail to factor this benefit into their environmental impact assessment. The Final EIS should address S.R.209 traffic issues for each option. *The Final EIS needs to show the results of a traffic flow simulation that includes S.R.209, S.R.210, Wasatch (through to S.R.209) and parking flow into and out of the La Caille parking structure. Without that analysis the transit time via the gondola appears unrealistically and optimistically short due to the ability to get to the parking structure entrance off S.R.209 and then successfully enter and park there. The Final EIS needs to provide mitigation for traffic disruptions from S.R.209 attempting to reach the gondola base and associated commercial developments.*

COMMENT #: 13297
DATE: 9/3/21 10:11 AM
SOURCE: Email
NAME: Robert Douglass

COMMENT:

Comment RJD-5: The Draft EIS fails to consider the considerable visual impacts to the environment as well as the impact of noise, traffic and human activity on wildlife in the newly created Open Space at the mouth of Little Cottonwood Canyon.

A PDF of the details of this comment is attached for your convenience and copied below.

Please acknowledge receipt.

Comment RJD-5: The Draft EIS fails to consider the considerable visual impacts to the environment as well as the impact of noise, traffic and human activity on wildlife in the newly created Open Space at the mouth of Little Cottonwood Canyon.

The Draft EIS (D-EIS) discusses the environmental visual impacts of the gondola towers near two hotels at the Snowbird and Alta resorts. It suggests that using poles for the gondola support at these locations would help mitigate the visual impact for hotel guests. ***The D-EIS does not discuss the even greater visual environmental impact for the larger number of people residing in the mouth of the Canyon*** who must accept that impact every day for the entire year forever. Resort hotel guests must suffer with the visual impact for only a few days out of their lives. ***The D-EIS appears to ignore or grossly understate the visual impact to the mouth of the Canyon.***

Additionally, the D-EIS does not discuss the visual impact of the La Caille gondola loading station and parking structure. The D-EIS shows the floor plan for a single floor of the parking structure that appears to accommodate 196 vehicles. To accommodate 1,500 vehicles, the parking structure shown in the D-EIS needs to be ***8 stories high***. This structure will assert a considerable visual impact on the environment at the mouth of the Canyon. Similarly, the proposed lattice 262-foot gondola tower, the highest in the system, will add to the visual impact and make it far greater than the visual impact to hotel residents at the resort; yet, the D-EIS does not discuss mitigating its effect.

In addition to the visual impact, ***the gondola station and large parking structure with associated human and vehicle traffic at the La Caille base imposes significant impacts on wildlife and humans using the newly created Open Space*** directly across from the gondola base. This Open Space was recently created by contributions by the taxpayers of Cottonwood Heights along with numerous private citizens. It protects the flank of the Twin Peaks National Wilderness Area and serves as a vital corridor and home for a myriad variety of wildlife and a valuable space for human wilderness activity. Gondola operations and the thousands of people loading and unloading generate considerable noise and activity that will alter and significantly degrade the Open Space's value to wildlife as well as the human experience there. The impact on the Open Space from noise, exhaust and activity resulting from the traffic from buses and 1,500 vehicles lined up to enter and leave the parking structure and loading area will be significant. Wildlife, including mule deer, coyotes, mountain lions, bob cats, skunks, porcupines, many species of reptiles, the occasional moose and many other animals feed, sleep, den and transit this area to the open space below along Little Cottonwood Creek. For people, the newly created open space directly across from the gondola base will go from a serene wilderness experience, linked to the Twin Peaks Wilderness to the experience of an urban transit hub. ***The noise and activity of a transit hub will disrupt and destroy the intent and the actual experience of the Open Space for both humans and wildlife.*** Plans for commercial development around the gondola base have already been developed in the event the gondola is constructed and have been announced by the developers. Without the gondola base, the same developers have stated that they will build 7 single family homes on large lots in keeping with the current zoning, preserving a wildlife corridor and a pristine Open Space environment. The gondola base and associated commercial development would defeat the

objective for which private citizens and taxpayers contributed millions of dollars. *The Draft EIS fails to describe this impact on human and wildlife use of the Open Space due to the parking structure, gondola operations, traffic entering/exiting the structure and the associated commercial development that will take place.*

The Draft EIS seems much more concerned with the impact on the fleeting residents of the hotels in the ski resorts than the permanent residents and wildlife of the Canyon mouth. The Final EIS needs to appropriately address what option best mitigates the environmental impact at the Canyon mouth.

COMMENT #: 13298
DATE: 9/3/21 10:12 AM
SOURCE: Email
NAME: Robert Douglass

COMMENT:

Comment RJD-6: The Draft EIS fails to explain on what basis the costs for any option were estimated. Given the uniqueness of the gondola option, any single cost estimate is suspect. A range of costs is required in the Final EIS along with the basis for estimate.

A PDF of the details of this comment is attached for your convenience and copied below.

Please acknowledge receipt.

Comment RJD-6: The Draft EIS fails to explain on what basis the costs for any option were estimated. Given the uniqueness of the gondola option, any single cost estimate is suspect. A range of costs is required in the Final EIS along with the basis for estimate.

The Draft EIS (D-EIS) presents the estimated costs for the various proposed transit options. UDOT has built hundreds of millions of dollars of highways in Utah and has built and operates many bus systems including the current LCC bus system. In contrast, UDOT has never built a gondola before, much less one unprecedented in scale in North America. The La Caille gondola option is unique not just in Utah, not just in North America, but in the world. ***Although a few gondolas may exist outside North America that are as long as the proposed LCC gondola, none are constructed and operate in an environment with the same challenges as LCC presents.*** Given these facts, UDOT's estimate for buses and express lanes are highly informed and likely to be accurate and precise. In contrast, the cost estimate for the gondola appears to be highly speculative, relying necessarily and heavily on the manufacture's estimates. Adding to further uncertainty on the gondola's costs, it is unlikely that there will be more than one bidder credibly capable of constructing it. ***Because the D-EIS does not provide any supporting data elucidating the basis for its gondola cost estimate and has no comparable projects for comparison, UDOT lacks the certainty of the bus and express lane estimates.*** A range of gondola cost estimates along with the various assumptions underlying them is need in the Final EIS.

Environmental impacts represent costs to the citizens of Utah and the Nation. To correctly evaluate those costs and compare those costs, ***the Final EIS must show the basis of estimate for the costs of the preferred options and must provide a range of possible costs for the gondola, especially given UDOT's lack of an historical record for gondolas and UDOT's necessary reliance on a manufacture's estimates*** as a cost basis.

COMMENT #: 13299
DATE: 9/3/21 10:15 AM
SOURCE: Email
NAME: Robert Douglass

COMMENT:

Comment RJD-7: The Draft EIS estimated time to park and board the gondola appears to fail to account for congestion at the parking structure entrance and queuing outside at the gondola. The result is in an overly optimistic and short transit time estimate for the gondola. The Final EIS needs to include a basic traffic/people flow model and simulation and show ranges of transit times along with assumptions. Transit times in the Draft EIS are not credible without that model-based analysis.

A PDF of the details of this comment is attached for your convenience and copied below. Please acknowledge receipt.

Comment RJD-7: The Draft EIS estimated time to park and board the gondola appears to fail to account for congestion at the parking structure entrance and queuing outside at the gondola. The result is in an overly optimistic and short transit time estimate for the gondola. *The Final EIS needs to include a basic traffic/people flow model and simulation and show ranges of transit times along with assumptions. Transit times in the Draft EIS are not credible without that model-based analysis.*

The floor plan in the Draft EIS (D-EIS) for the La Caille parking structure for the gondola shows one entrance and one exit for a 1,500-vehicle capacity. The D-EIS shows a single floor plan with approximately 196 parking slots, indicating that the structure must be at least 8 stories high. One lane is shown through the parking structure. To avoid having to go from a private vehicle to a bus to La Caille and then transit to the gondola, it is expected that drivers will prefer to park at La Caille while there is space. Consequently, vehicle traffic into the parking structure at La Caille will concentrate entirely in the morning rush, at the heaviest traffic times, including during the 30th hour. The D-EIS indicates that it is using an estimate of approximately 2.14 skiers per vehicle. To fill the gondola with 1,050 people at peak times will require 491 vehicles to park per hour. ***Per the Draft EIS one vehicle needs to be parked every 7.3 seconds to keep the gondola at capacity. This appears impossible*** with an 8-story structure with one entrance and one lane up the structure. Vehicles will queue up on Wasatch waiting to enter the parking structure, adding delays. Backups will be even worse if S.R.210 backs up with vehicles attempting to turn left from S.R.209 onto S.R.210 or merging from S.R.209 to Wasatch to S.R.210.

On peak days including the 30th heaviest hour, it seems unlikely that skiers will go from a queue to enter the garage, park, remove equipment, walk to the gondola, queue for it, and get on in 12 minutes. In addition to parking delays, after a road closure incident or on the heaviest days, a long queue is likely to develop with people standing in line to get on the gondola after its capacity has been exceeded. A basic traffic/people flow simulation would either justify the D-EIS 12-minute average estimate (currently unsupported by analysis or data in the D-EIS) or provide a more accurate range of estimates. ***In addition, providing only an average time, as the D-EIS does, can be highly misleading in terms of what most skiers and boarders will experience.*** It would better inform a choice of options by showing the range of times to be experienced.

The Final EIS needs to support its time estimates with at least a basic traffic and people flow model and simulation and a distribution of transit time for the various options. The details need to be provided in the Final EIS. Options cannot be credibly evaluated without such data.

COMMENT #: 13300
DATE: 9/3/21 10:16 AM
SOURCE: Email
NAME: Robert Douglass

COMMENT:

Comment RJD-8: The Draft EIS does not specify the footprint of the roadways to tower bases nor adequately cover the impact of these roadways and the road closures needed to access towers from S.R.210 by crane for maintenance and repair.

A PDF of the details of this comment is attached for your convenience and copied below.

Please acknowledge receipt.

Comment RJD-8: The Draft EIS does not specify the footprint of the roadways to tower bases nor adequately cover the impact of these roadways and the road closures needed to access towers from S.R.210 by crane for maintenance and repair.

The Draft EIS (D-EIS) notes that approximately a dozen gondola towers will require access roads to the base for construction. Others will be emplaced by a crane from S.R.210 or with a helicopter. The roads cuts to the base of the towers will incur environmental impacts like any other road, minus the hard surface and winter salt. They must be maintained for repair and maintenance access to the towers. But the towers emplaced by crane and helicopter will also need at least a trail cut and maintained from S.R.210 to the tower base for crew to reach the base both to install it and repair and maintain it. Heavy repairs or maintenance for emplaced towers might not be possible with a crane or a helicopter and full roads may be needed for all towers in the future. In addition to the access roads, the spruce, fir and Douglas fir of LCC are capable of attaining heights that could impact gondola cars between towers. These will need to be cut back or cut down in the future creating an additional environmental impact. ***The Final EIS needs to more explicitly quantify and assess the impact on wildlife, water, vegetation and visual aspect of access roads and trails to the towers and forest maintenance under the cable.***

COMMENT #: 13301
DATE: 9/3/21 10:20 AM
SOURCE: Email
NAME: Robert Douglass

COMMENT:

Comment RJD-9: The Draft EIS does not adequately address the disproportionate impact of tolling, loss of parking and lack of access from the gondola on users of LCC who are not resort downhill skiers.

A PDF of the details of this comment is attached for your convenience and copied below.

Please acknowledge receipt.

Comment RJD-9: The Draft EIS does not adequately address the disproportionate impact of tolling, loss of parking and lack of access from the gondola on users of LCC who are not resort downhill skiers.

The Draft EIS (D-EIS) options disproportionately impacts all Canyon users except downhill skiers and boarders. The gondola in particular benefits downhill skiers and boarders while punishing all other users including cross-country and back-country skiers/boarders, snowshoers, hikers, climbers, and sightseers. Many users of the gondola may pay no fee to use the gondola, as the gondola developers advocate free rides for resort employees and season-pass holders. Even if a fee is charged for riding the gondola, tolls can only incentivize gondola use if the toll is substantially higher than the sum of the cost of gondola tickets for average number of riders in a vehicle. Even if the tolling gate is placed near the Snowbird 1 entrance and above much of the Canyon, non-resort skiers will still have to pay a toll to use the upper Canyon – a toll that will be higher than any amount to ride the gondola. Contrary to gondola supporters' assertions, the gondola only conveniently services the commercial resorts. To reach the White Pine backcountry area from the Snowbird gondola base, for example, requires a back-country skier to transit the entire length of the Snowbird resort carrying his equipment. Returning from White Pine requires walking uphill through the length of all of Snowbird's parking lots and traffic. The alternative: skiing uphill to the gondola base is currently prohibited by Snowbird management. To access the outstanding backcountry from the Alta gondola station requires walking through the traffic and parking lots of Alta both to enter and return to the gondola.

The D-EIS envisions, for all options, elimination of parking along roadways. It proposes improving parking areas at popular trailheads, expanding some. However, ***the is result is a net loss of parking slots at trailheads.*** In addition, road pull-out opportunities for photographs and sightseeing would be eliminated, despite how popular such stops are with visitors – one of the major attractions of the Canyon. The Final EIS must enhance access for Canyon users other than resort patrons and employees, not reduce access as the Draft EIS proposes. ***As it stands, the parking modifications benefit resort skiers and boarders at the expense of other LCC users.***

The Final EIS must discuss the preferential advantages that the gondola option provides to resort skiers and boarders at the expense of all other Canyon users or else develop a more equitable-use options for a gondola.

COMMENT #: 13302
DATE: 9/3/21 11:06 AM
SOURCE: Email
NAME: Jannine Hogan

COMMENT:

03 September 2021

DEIS Project Team,

Thank you very much for the continued updates with regards to the Little Cottonwood Canyon Draft Environmental Impact Statement. Please find attached our comments with respect to the UDOT preferred transportation alternatives. We look forward to future updates.

Regards,

William Gilmer & Jannine Hogan

DATE: 02 September 2021

ATTENTION: Little Cottonwood Canyon Draft EIS Project Team

FROM: William Gilmer and Jannine Hogan

SUBJECT: Comments on UDOT Draft EIS for Little Cottonwood Canyon

Madams & Sirs,

We have reviewed portions of the Little Cottonwood Canyon Draft Environmental Impact Statement and read the DEIS Executive Summary. While we fully understand the daunting issue in front of the Utah Department of Transportation's (UDOT) efforts to ease traffic congestion in the canyon and mitigate safety issues caused by avalanche conditions we believe there are far cheaper alternatives to resolve the part-year access issues caused by patrons of the Alta and Snowbird Ski areas. Further, the preferred alternatives are fully centered on the ski areas and fail to take into consideration the significant impacts these alternatives will have on the greater portion of multiple use activities enjoyed by a large portion of the local Utah population.

Of the two UDOT preferred alternatives the **Gondola Alternative B** *should be given no further consideration* as it does nothing to enhance canyon user experience for anyone but visitors to the ski areas. This is nothing more than a novelty mode of transportation akin to a ride at Lagoon or Disneyland and reduces the national forest lands to an amusement park type atmosphere. While the **Enhanced Bus Service in Peak-Period Shoulder Lane Alternative** makes much more sense than a gondola the associated price tag of \$493 to \$510M, environmental impacts, limited enhancement to the skier only experience, and the destruction of climber bouldering areas does not justify this alternative.

As Senate Bill 277 "charged the Utah Transportation Commission with prioritizing projects" it did not direct it to commit a significant amount of taxpayer dollars to a project that will benefit a small slice of the wide variety of persons that live in the Salt Lake Valley, many because of the unique access to such terrain as that available on a year-around basis in Little Cottonwood Canyon. Considering that Alta and Snowbird may contribute about 20% of total Utah skier days, and that the 2019/20 ski season generated about \$1.5B in revenue, their portion of economic contribution could be about \$300M. At a significant price tag of \$500 to \$600M, with the reality of escalating to \$1.0B, it is hard to justify the two UDOT alternatives and it will take many years to realize a return on investment.

There is a very real need to address the current congestion issues during peak ski season and to plan for future growth. We feel that the **Enhanced Bus Service Alternative** and a concerted effort to alter skier behavior when traveling to the ski areas is a much more judicious approach monetarily, environmentally, and respectful to the wide range of Little Cottonwood Canyon users. Potential implementation includes:

1. Increase capacity of mobility hubs and frequency of buses now.
2. Reduce per ride cost as much as possible with increased subsidies from Alta and Snowbird and continue to provide bus fare for season pass holders.

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3. Identify and coordinate with hotels and motels predominately used by skiers to tie-in their private shuttle services with frequent and easily accessible bus services to ski areas. Advertise in a conspicuous manner on ski vacation websites the advantages of, and how to use, the bus system.
4. Consider interspersing buses that will stop at backcountry trailheads (most likely White Pine) to incentivize other than ski area users to also ride the bus.
5. Implement tolls at a cost that will incentivize ski area users to ride the bus. Perhaps use a sliding scale that is punitive to single passenger vehicles and rewards full vehicles.
6. During peak season ski area use and avalanche control days, which are synonymous with high-use days, implement at the mouth of the canyon or further back on 9400 South or Wasatch Boulevard, the following:
 - Turn away all single passenger vehicles
 - Limit vehicle numbers to available parking spots at ski areas
 - Give priority access for final leg of route (up canyon) to buses, and
 - Require traffic control cost to UDOT to be subsidized by Alta and Snowbird.

Additional implementation to benefit ALL canyon users:

7. Do not reduce trailhead parking with Peak-Period Shoulder Lane Alternative and increase the number of slots to 30 or more at the Gate Buttriss parking. If PPSL is implemented final configuration must provide for overflow parking in lane.
8. As funding becomes available, upgrade trailhead capacity, parking and toilet facilities. Consider all trailhead requirements in the context of multiple use criteria as dictated by the USFS and not in the economic development, ski-area centric viewpoint as presented in this Draft EIS.

Understandably, the ski areas are a significant contributor to the overall economy of the state of Utah but, when it comes to the Wasatch canyons, there a significant number of individuals that use these canyons and will not benefit from these suggested alternatives for Little Cottonwood Canyon traffic mitigation. In a place where we can suffer "the worst air in the world" and the second driest state in the Union faces very real water shortages, the primary interest of government should not be to make it easier for patrons to drive and allow the destruction of very important riparian habitat but, to educate and provide the public with readily accessible public transport and protect the environment from irreparable damage. We sincerely believe that there are options as presented above that are significantly less costly, less impactful and more robustly beneficial to the entire user community.

There is a point where quality of life, its attraction to current and future residents, far outweighs pell-mell development for the sake of a dollar.

Regards,

Will Gilmer & Jannine Hogan

COMMENT #: 13303
DATE: 9/3/21 12:00 PM
SOURCE: Email
NAME: Robert Price

COMMENT:

Please see attached.

Robert Price

Sandy, UT [REDACTED]

Robert K. Price

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121

02 Sep 2021

SUBJECT: Little Cottonwood Canyon EIS Public Comments

Thank you for the opportunity to comment on the subject document.

I have recreated in Little Cottonwood Canyon on an annual basis since 1992 as a rock climber, ice climber, resort skier, backcountry skier, cyclist, and hiker. In 2001 as a representative of the American Alpine Club I coauthored with Allen Sanderson (then Regional Coordinator of the Access Fund) the American Alpine Club and Access Fund Little Cottonwood Canyon Climber's Parking and Trails Proposal to United States Forest Service & The Church of Jesus Christ of Latter-Day Saints (June 12, 2001). This proposal helped pave the way for establishment of the Grit Mill parking lot, the Alpenbock Loop Trail, Salt Lake Climbing Alliance (SLCA) management of climber's trails on Church property, and the subsequent lease of significant climbing resources from the Church to the SLCA.

Professionally, I worked as a materials engineer for the Texas Department of Transportation for ten years (Texas P.E. license expired) and served as the NEPA Manager for the Utah National Guard for two decades and subsequently the agency's Environmental Programs Manager for the following six years (Utah P.E License 272603-2202, expired 3/31/2021).

My comments, limited to that portion of the study area identified as Little Cottonwood Canyon Road, follow. The first five relate to general concepts, the remainder are directed towards specific Alternatives.

1) There is a failure to adequately establish or document baseline conditions in the canyon and clearly state a design basis tied to the Purpose and Need Statement.

The Preferred Alternatives are primarily intended to provide improved or alternative transportation to Alta and Snowbird, yet the documents do not seem to analyze or clearly state the current or expected future skier numbers on high-use days, the number or frequency of high-use days (only "over 30 days per year" per 1.4.3.2.1) where the alternatives would be expected to provide relief, or the number and types of parking spaces the resorts currently provide. The failure to clearly state the scope of the problem makes it difficult to analyze the proposed benefits or propose reasonable alternatives.

The document does not provide clarity on current travel times, though the simplest proposal (Enhanced Bus, Fig. 2.6-1) suggests travel times of 42 to 54 minutes that might be taken as a baseline. It is not

1 | 6

explained why the 2050 No Action Alternative travel time is forecast to be 80-85 minutes (Alternatives Summary). This would suggest an increase in peak period user numbers but there is no detailed explanation of either current or future users and so the design goal of a 30% reduction in personal vehicle use appears to be somewhat arbitrary.

Question: Has the EIS Team analyzed and published skier use data for Snowbird and Alta ski areas?

The primary design basis appears to be the maximum number of people per hour the two systems might theoretically move: 1,008 by transit and 2,249 by personal vehicle for the Enhanced Bus Alternative, and 1,050 by transit and 2,249 by personal vehicle for Gondola B Alternative. Additionally, the goal is stated at 2.6.2 and elsewhere to reduce personal vehicle use "on a busy ski day during the peak hours (7 AM to 10 AM) by about 30%." This goal is repeated elsewhere but there does not appear to be supporting documentation to show that this reduction goal would meet the stated purpose for the life of the project.

Figure 1.4.8 and Section 1.4.3.2.1 indicate that "The ability of vehicles to move freely is typically compromised when traffic exceeds about 900 to 1,000 vehicles per hour, depending on road conditions" and that the highest measured traffic rates for February weekends and President's Day weekend were in the range of 1,200 to 1,400 vehicles per hour. The 2050 long-range travel projections by Fehr & Peers show an increase from current high-use conditions of 12,000 or 14,300 vehicles per day up to 18,500 vehicles per day (1.4.3.2.1). These projections mean you could possibly see an increase of 29% to 54% in daily traffic, though it is difficult to assess what activities and parking might support this traffic load. Even at current conditions, the 30% reduction goal in personal vehicle use would only reduce the President's Day figure of 1,400 vehicles per hour to 980 vehicles per hour, which you describe as "typically compromised."

Question: How does the 30% personal vehicle reduction goal accommodate projected traffic rates through the project life cycle?

There is mention in Appendix 10A, Air Quality Technical Report, in Sections 2.2.3 and 2.2.4 that the goal of the Gondola Alternatives is reduction in personal vehicle use "by about 30%, which in turn would move about 5,200 people a day." This leads to a presumption of approximately 17,300 people per day as a high use design baseline. Given that the design capacity for the Gondola Alternatives is 1,050 people per hour (Alternatives Presentation Video, 6-25-2021) the system would appear to require almost 5 hours at full capacity to meet its stated goal for travel in one direction.

Question: Given that the objective of high-use day resort skiers is generally to arrive early for a full day and perhaps find good snow conditions, will a five-hour window actually meet the 30% reduction in vehicle traffic goal? Has the EIS Team considered the probability of extended early morning wait times for the Gondola and subsequent frustration with its capacity?

2) There is a failure to demonstrate probable public adoption of the two Preferred Alternatives in order to provide the desired outcome. This is particularly true for Gondola B.

The Enhanced Bus Alternative, if adopted, is expected to provide 36-minute travel time to Alta for bus riders and 38-minute travel time for personal vehicles. Gondola B fares worse, with a best-case scenario 55-minute travel time for gondola users versus the same 38-minute travel time for personal vehicle users. The EIS states "To reduce personal vehicle use, a toll or a ban on single-occupant vehicles would

be in place to incentivize travelers to the ski resorts...” There does not appear to be any data to support the idea that users would choose to adopt these systems in order to meet the 30% reduction goal, nor does the EIS analyze the operating costs or impacts from imposing a toll or ban. My impression is that the vast majority of resort skiers are not inclined to voluntarily give up personal convenience for what they perceive as the lesser experience of using and waiting for the bus, and this general incentive concept is not well conceived and has not been demonstrated to be sufficient to meet the goal.

Question: Has the EIS Team surveyed current ski bus users and other resort skiers to obtain input on system shortcomings and opportunities for improvement?

3) There is a failure to fully meet the stated purpose of providing a system that “improves the reliability, mobility and safety for all users” while delivering “transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains.” (PROJECT OVERVIEW AND DRAFT EIS ALTERNATIVES SUMMARY).

While the two Preferred Alternatives may result in meeting the purpose to “improve roadway safety, reliability, and mobility on S.R. 210” (1.2.1) they do not do so for “all users” or in a way that would “meet the needs of the community while preserving the values of the Wasatch Mountains.” This becomes apparent when analyzing effects on dispersed users in the canyon, both during winter and summer.

The elimination of currently available roadside parking options that support dispersed recreational users is not in support of preserving values. Table 2.6-2 shows a net loss of trailhead parking from 528 currently to somewhere between 511 and 99 as a result of the Trailhead Parking Alternatives described in 2.6.2.5. It is unclear where the current numbers come from, but as an example the Gate Butte Trailhead lot is shown as having 30 spaces and being reduced to 21 if either of the first two alternatives is selected. It should be noted that during high-use summer days there are well over 30 vehicles (perhaps double this amount) parked within this lot and across the road off pavement. Many of these users are attracted to easy creek access and water holes in this area, but most are likely climbers. These users would come in direct conflict with an increasing number of rock climbers now unable to use existing roadside parking in nearby areas. This would have a significant adverse effect on climbers going to areas from the Fin all the way up canyon to the Black Peeler as no other trailhead parking to serve these areas is envisioned. While USFS currently maintains a forest plan calling for no additional parking, they should be consulted to enable accommodation to this proposal, or private property acquired.

Historically there was a foot bridge across Little Cottonwood Creek at the power station at 5752 East, used extensively in summer and in winter by ice climbers to access the Great White Icicle. It was washed out in a flood some ten years ago and no agreement was reached with the private landowner to replace it, and the landowner has since prohibited parking within his property. Recreationists now park outside his boundary and just down canyon on the roadside. UDOT should engage the property owner and USFS to establish a new bridge here and a formal Great White Icicle Trailhead.

Question: Has the EIS Team done any groundwork to quantify peak summer users in the section of S.R. 210 between the Park & Ride Lot and the proposed new Lisa Falls Trailhead? If not, I recommend you send a field crew to quantify and canvas these users to determine their activities and destinations in order to accommodate these users. Their activities are carried out in one form or other on a year-round basis whereas your Preferred Alternatives are focused on only “over 30 days per year” (1.4.3.2.1).

Question: Has the EIS Team coordinated with the US Forest Service regarding dispersed recreationists in lower Little Cottonwood Canyon, and specifically additional parking opportunities?

The imposition of a “proposed toll rate during the peak travel times could range between \$20 and \$30” (5.4.3.2.1) would place a disproportionate burden on dispersed recreationalists who would not be served by stops at Snowbird or Alta and therefore would have no incentive to use the proposed transit. These individuals would face both fewer parking locales and a new fee for a plan that is slanted towards supporting lift-served skiing. This is not consistent with “preserving the values of the Wasatch Mountains.”

4) The EIS has adopted selection of a high-impact Peak-period Shoulder Lane Alternative (PPSL, 2.6.3.2) where the Reversible Lane – Signs Option (RL-SO) (Table 2.2-4) has demonstrable benefits, lower impacts, and likely lower maintenance requirements.

Per Section 2.6.3.2, “Figure 2.6-19 shows the typical section for PPSLs. S.R. 210 would be widened to include two 11-foot-wide shoulders with 2 feet of pavement beyond the shoulder stripe. The total pavement width would be 50 feet. The clear zone would be measured from the edge of the PPSL, for a total roadway width of 78 feet.” Given the challenging terrain and steep slopes largely comprised of highly erodible decomposed granite soils the PPSL option has potential for significant long-term changes to the landscape and to water quality.

As to capacity of a RL-SO Option, Figure 1.4.8 and Section 1.4.3.2.1 indicate that “The ability of vehicles to move freely is typically compromised when traffic exceeds about 900 to 1,000 vehicles per hour, depending on road conditions” and that the highest measured traffic rates for February weekends and President’s Day weekend were in the range of 1,200 to 1,400 vehicles per hour. Presumably the 900 to 1,000 vehicle range applies to existing single-lane conditions. If so, an RL-SO second lane option would appear to provide sufficient capacity for these high-use periods.

Question: Has the EIS Team or UDOT analyzed separately the traffic-carrying capacity of an RL-SO option?

The Reversible Lane – Signs Option (RL-SO) shown in Table 2.2-4 would generally reduce roadway design width from 50 feet to 38 feet compared to PPSL, greatly reducing cut and fill and hence construction costs. Table 2.2-4 states that RL-SO does not meet the Level 1 Screening standard and is therefore discarded as an option because of “Visual impacts from overhead lighted gantries. Up to 62 overhead signs could be required.” However, the Snow Sheds with Berms Alternatives includes 2,465 feet of RL-SO pavement within three sheds (Figs. 2.6-7 and 2.6-9) or 3,194 feet of RL-SO within two sheds (Fig. 2.6-10). This would require at least two transition zones into and out of PPSL. The exclusion of RL-SO solely due to visual impacts is difficult to square with the inclusion of Gondola alternatives.

Question: What criteria were used to assess visual impacts for these two alternatives? What standard dictates the overhead signs requirement and does it allow for other solutions or an exception to standard?

Question: Has the team considered that making the entirety of the Little Cottonwood Canyon Road study area RL-SO might be safer?

An additional benefit to a narrower roadway cross-section would presumably be quicker and less costly snow removal while still providing for a full-length emergency access lane. The other benefit of a 12-foot reduction in footprint is that UDOT can more easily meet its goal of eliminating most or all roadside parking while providing additional formal "trailhead" parking options not shown in the plan, to include up-canyon parking across from the Gate Buttriss and across from Lisa Falls. As stated at 2.6.3.2, "The presence of the PPSL would not allow roadside parking on S.R. 210 at any time of year between North Little Cottonwood Road and the Alta Bypass Road." This is a disadvantage to PPSL.

5) The most serious failure is to not pursue the lower impact option of managing personal vehicle numbers through controls on skier parking at Snowbird and Alta ski areas.

As noted in my Comment 1) above, there is inadequate baseline information to assess current parking infrastructure and demand at Snowbird and Alta. Section 1.4.3.2.3 states that "The ski areas, Snowbird and Alta, have space to accommodate about 4,300 vehicles depending on weather conditions..." and that certain of these spaces are "preferred locations, where users pay an annual fee." There is no breakdown of the quantity of pay spaces nor any differentiation between employee and skier parking requirements. This also does not agree with the numbers shown in the Alternatives Presentation Video 6-25-2021, slide 2/19, where the parking capacity is shown as 3,500 resort and 900 roadside/trailhead.

Question: Are the Presentation Video numbers a 2050 projection? Why do these not agree with the parking numbers shown in Table 2.6-2 or the above-stated resort capacity?

You do note in 1.4.3.2.3 that "In the winter, about 96% of the parking demand is at the ski resorts." This presents the clearest option for pursuing a primarily management solution over an infrastructure one. Table 2.2-9, Screening Results, shows Eliminate or Limit Parking in Little Cottonwood Canyon as a considered alternative, with the option removed from consideration because "UDOT does not have the authority to limit or eliminate parking at privately owned ski resorts." While this is technically true, it exhibits a lack of imagination and does not promote visionary planning in the public's best interest. UDOT does have the authority to enter into agreements with other government agencies, including USFS (see e.g. Utah Code Title 11, Chapter 13, Interlocal Cooperation Act). USFS as permitter to Snowbird and Alta has authority and both UDOT and USFS have leverage over Snowbird and Alta to come to a cooperative agreement. As it stands, the infrastructure costs will be citizen-paid and provide considerable benefit to both resorts. They could be asked to enter into agreement to close off all but employee or pre-paid guest parking as a highly effective incentive to use of the selected Preferred Alternative for transit. This takes the choice away from the resort user without penalizing dispersed users through tolling. It provides a primarily management solution that is cooperative in nature and supportive of less environmental impact and infrastructure costs.

Question: Has the EIS Team or UDOT approached Snowbird and Alta to discuss voluntary parking restrictions?

Alternatives Comments

6) No-Action Alternative (2.6.1) – There is no accompanying figure that quantifies existing or anticipated future conditions as is done with other alternatives. This would be beneficial to the reader.

7) Trailhead Parking Alternatives (2.6.2.5) – The Trailhead Improvements and No S.R. 210 Roadside Parking within ¼ Mile of Trailheads Alternative is preferable among the three alternatives given because

it results in the least loss of parking for dispersed recreationists. As I noted above, the Gate Buttress Trailhead Parking will have a significant capacity shortage. Removal of Lisa Falls Trailhead Parking on the uphill side of S.R. 210 should be reconsidered due to traffic hazards from downhill traffic with short sight distances. For the same reason a signal-controlled pedestrian crossing at this location should be reconsidered as downhill traffic at this location may not be able to safely respond.

8) Enhanced Bus Service in Peak-period Shoulder Lane Alternative (2.6.3) – This alternative is preferable to the Gondola Alternatives due to its superior capacity and lessened visual impact. The RL-SO design should be given further consideration as a replacement to PPSL.

9) Peak-Period Shoulder Lanes (2.6.3.2) – The EIS states “The uphill PPSL on the south side of S.R. 210 would be open to eastbound bus traffic during the morning peak and the downhill PPSL on the north side of S.R. 210 open to westbound traffic during the evening peak on peak traffic days (weekends, holidays, and busy ski days during the winter season) in the winter from late November through mid-April. When not in use on non-busy winter days and between mid-April through late November, the PPSLs would be available to cyclists and pedestrians.” Figure 2.6-19 demonstrates this concept. In my opinion reservation of the PPSL’s for cyclists and pedestrians does not warrant the impacts resulting from this design. The RL-SO Option could reserve the middle lane for uphill traffic year-round with the exception being afternoons on busy winter days. Cyclists can manage uphill traffic with a marked 5 or 6-foot shoulder and a lesser one for downhill. The design in Fig. 2.6-19 is not appropriate for significant sections of the Little Cottonwood Canyon study area.

10) Gondola Alternative B (2.6.5) – This alternative does not appear to meet current or future capacity demands and does not appear to be competitive given the significant discrepancy in travel time requirement versus personal vehicles (Alternatives Presentation Video 6-25-2021, slide 7/19). The data provided does not support that it would be able to meet the 30% reduction goal. Additionally, it would introduce a significant detrimental visual component into the landscape. I can assure that climbers would feel this would detract significantly from their views of the scenic Little Cottonwood Canyon (4.4.4.2.2 para. 3, “might feel”). Additionally, the angle station location for this design (Fig. 2.6-29) would cause a significant adverse impact to users of the existing Park-and-Ride lot due to both visual and noise impacts.

Sincerely,

Robert K Price

Robert K. Price

Cf: Salt Lake Ranger District, USDA Forest Service

COMMENT #: 13304
DATE: 9/3/21 3:33 PM
SOURCE: Email
NAME: Katie Gresham

COMMENT:

Afternoon UDOT Team,
Please see attached public comment, responding to the Draft EIS, by Mr. Frederic Demoulin.
We respectfully submit these comments, and reports, for your consideration.

Feel free to reach out to me if you have any questions or if you need anything further.
Thank you,

September 1, 2021

Frederic Demoulin
Leitner Poma of America, Inc.

Dear UDOT EIS Team,

Leitner-Poma of America (LPOA) is part of the HTI group, which has more than a century of experience not only in the cable transportation field (Leitner, Poma, LPOA, SkyTrac, Agudio) but also in the manufacturing & service of tracked vehicles (Prinoth), technical snowmaking (DemacLenko) and wind power generators (Leitwind). LPOA started manufacturing lifts in Colorado in 1981 for the North American market. Around 150 people are currently working in the HQ of Grand Junction, CO. Other offices are located in Utah, Vermont and two Canadian offices. Overall, HTI employs over 3,800 people which generate a turnover of \$887 million and invests almost \$27 million into R&D (KPIs of 2020). HTI also operates 20 manufacturing facilities across 6 countries (USA, CAN, ITA, AUT, FRA, IND) and features over 70 subsidiaries & 131 sales points all over the world.

Even though our core business encompasses ropeways for ski resorts, our group has also pioneered lifts to be used for urban transportation in cities. One of the first & most important mass transportation urban cable-based system was built 16 years ago in Medellin (Colombia) as a feeder to the metro network. Since then, many other urban lifts have been built over the world, from Latin America to Europe to Asia. For instance, our aerial tramway in NYC was built 10 years ago and continues to safely transport passengers from Manhattan to Roosevelt Island with an availability rate of 99.8%.

Our group has already built more than 11,000 ropeways all over the world of which approximately 80(*) are urban projects (48 were built in the last 10 years only), some of them in PPP financing arrangements (11 in total, of which 6 for urban lifts). This demonstrates not only that ropeways are a proven and efficient solution to be integrated in urban transportation networks, but also the extensive experience in the planning, manufacturing, installation, O&M as well as in the financing (PPPs, private partnerships) of said projects by our group.

Regarding the 3S (tricable detachable gondola) technology which carries detachable cabins of 35 passengers and has a capacity of up to 6,000 people per hour / direction, we already have a track-record of 10 projects around the world. Among these projects:

- We are the only company to have built a sole urban 3S in the world. The project Téléo will open at the end of 2021 in the city of Toulouse (France);
- Particularly interesting is the 3S named Eisgratbahn in Stubai (AUT) as it climbs a canyon (and features middle stations used primarily by skiers) comparable to the Little Cottonwood Canyon. (See it for yourself: https://www.youtube.com/watch?v=wt4KJl6_FVQ)
- We have built the world's highest 3S (3,830 m or 12,560 ft above sea level) called Matterhorn Glacier Ride 1 in Zermatt (SUI). Have a look: <https://www.youtube.com/watch?v=wPkAcAMgYoc>
- Matterhorn Glacier Ride 1 features one of the longest rope spans between two towers in the world (2,7km). See: <https://www.youtube.com/watch?v=kopesb59WYM>
- The 3S of Zhuhai (China) planned for 2022 will be the 3S with the highest transport capacity in the world: 5,700 people per hour and direction;

- Other installations include the Voss Gondola (NOR) (see: <https://www.youtube.com/watch?v=AOLiWHNkvnQ>) and the upcoming Matterhorn Glacier Ride 2 which will connect Switzerland (specifically the Matterhorn Glacier Ride 1) to Italy (<https://www.youtube.com/watch?v=kQZ055Sf-sY>)

We have planted the seed for several urban opportunities in the U.S. & Canada (of which approx. 30% comprise 3S systems) and we are eager to be involved in future urban ropeways built in the continent. Municipalities have an increased need to turn their public transportation networks more environmentally-friendly, cheaper and more reliable and we firmly believe our technology fit that purpose even better than others, widely used solutions. To respond to this demand in North America, our company is working with the Utah governor's office of economic development for building a campus in Salt Lake City which would gather additional facilities to the ones we currently have in Grand Junction – Colorado for our brands LPOA, SkyTrac, Prinoth and DemacLenko. With such facilities, we would expect to increase our capacity and manufacture 90% of our ropeway components in the USA, with an additional job creation in the Salt Lake City area.

In terms of financing, our group has currently mandated a global investment banking firm with the task of finding long-term equity investors believing in the ropeway technology and willing to finance the development, building, and operations of private or public (PPP) urban / touristic ropeway projects in need of capital to sky-rocket the realization of cable-hauled transportation infrastructure.

Finally, such urban transportation projects are much bigger than the sole supply and installation of the ropeway. In fact, the construction of an urban ropeway usually requires a venture of a strong group of companies as civil work companies, engineering companies and a ropeway supplier, the latter of which could also be in charge of the operation and maintenance of the ropeway once it is realized. Luckily, our group has an extensive experience of working and even partnering-up with engineers, urban planners, municipalities / other public entities and civil work companies. Notorious examples are the building (in 18 months only) of the 7 station (with a length of 6.4 miles) monocable gondola Cablebus 2 in Mexico City (which was recently awarded with the Guinness world record as the longest urban ropeway installed on earth) (2021), the 2017 PPP project of the Pisamover in Pisa (ITA), the Roosevelt Aerial Tramway in NYC (USA), the PPP urban ropeway of Guayaquil (ECU) or the airport shuttle APM in Miami (USA). Therefore, getting the chance to work on the gondola alternative to resolve the Little Cottonwood Canyon gridlock poses a magnificent challenge which LPOA and its affiliates are looking forward to in order to confirm our status as worldwide leader in the ropeway industry for both mountain and urban environments. Hence, as we look forward to open new LPOA facilities in the area and to work with local Utah companies and professionals in the case the ropeway alignment and our company would be chosen over the preferred lane bus service and competitors, we propose the proponents our expertise and work (both technical and financial) in regards to the ropeway alternative. As stated, we have a proven track record of pursuing mountain and urban ropeway projects all over the world, whereunder over a dozen PPP projects with over 449 m€ under current and past management. Moreover, our extensive experience in working with local administrations, civil work companies, engineers and urban planners in the past highlighted our efficiency no matter whether a simple supply contract, a PPP, a private partnership or other types of consortia.

Major benefits of the 3S technology comprise:

- Safety
- Reliability

- Speed
- Sustainability (no CO2 emissions, very low noise emissions, lowest impact of the infrastructure on the ground)
- Panoramic view & touristic appeal (highlights the landscape, rather than scarring it – see links above)
- Low operating expenses (e.g. low personnel requirements, autonomous)
- Low land usage
- Handles every terrain & slope and has the unique capability of avoiding obstacles
- Short construction time

Safety of passengers is arguably the biggest benefit of ropeways. Amongst our approx. 80 urban ropeways we have never had any accident nor vertical evacuation. For instance, the 1st gondola line in Medellin (Colombia) is now 17 years old with 115,000 hours of operation, which sums up to around 6,800 hours of operation each year (around 19-20 hours per day). The 2nd line is 13 years old and has more than 90,000 hours of operation. The 3rd line is from 2010, the 4th line from 2016, the 5th line from 2019 and the 6th line was just finished last June 2021. All in all, these 6 lines combine a total of approx. 300,000 hours and transport around 100,000 passengers a day, meaning that our Urban ropeways transported as much as 350,000,000,000 passengers (approx. the population of the USA) from 2004 in the municipality of Medellin alone. As stated earlier, without any major safety issue. In addition, the sole known-to-date transport accident survey including ropeways (2011) found that, based on passenger kilometers travelled, ropeways are the 2nd safest means of transportation (1 accident every 17.4 m km) only trailing planes (1 accidents every 113 m km) and before cars (1 accident per 1.46 m km), railways (1 accident per 1.31 m km), busses (1 accident per 616,000 km) and trams (1 accident per 225,000 km)¹. Given the fact that the choice will be made between ropeways and busses, we can confidently state that the ropeway solution is the safer alternative of the two. This claim should especially hold true in a snow & avalanche-prone environment like Little Cottonwood Canyon, where several professionals like avalanche experts, snow-clearance troops, bus drivers, bus passengers and private car passengers are often endangered.

Reliability is a major benefit: due to its exclusive right of way, ropeways are unaffected by surrounding traffic, passenger numbers, avalanches, road conditions & road closings. As such, a 3S guarantees uniform travel times and allows a continuous transportation of passengers without any timetables and with minimal waiting times (max. 31 seconds in between cablecars and 950 feet between each cabin). In addition, the 3S technology is technically able to operate in normal conditions until approx. 62 mph wind speed (with constant winds). From our experience, we can demonstrate that our technology features very high technical availability metrics of well above 99%.

Speed is another benefit: 19 mph stable and constant speed is technically feasible for 3S ropeways. Especially in mountainous & hazardous terrain as the LCC, the speed of a 3S should be very hard to beat for any bus. Furthermore, the ropeway's straight line guarantees less miles travelled in respect to road traffic. Indeed, a study published by CUP² highlights the fact that average bus speed lies at around 11 mph, well below average (and maximum: it does not differ in ropeways) speeds for the 3S. Furthermore,

¹ Source: Statistisches Bundesamt Wiesbaden (GER), 2011: „Unfallereignisse bei Seilbahnen – Erhebungsergebnisse des letzten Jahrzehnts“ by Dr. Peter Sedivy

² Source: Creative Urban Planners, 2013: Cable Car Confidential – The essential guide to cable cars, urban gondolas & cable propelled transit“ by Steven Dale

ropeways bypass traffic cues, road hazards and their speed is unaffected by meteorological conditions. Hence, we believe that the travel times published in the Little Cottonwood Draft EIS are overstated for the gondola alternative (43-45 mins but we believe the pure gondola ride is approx. 34 mins to the top) in respect to the bus travel time (of 37 mins). To sum up, we believe 3S technology is superior to bus technology not only for safety & reliability, but for speedy transportation too.

Sustainability of ropeways is superior to any form of bus transportation. Indeed, it is emission free (no CO2 nor other gas is emitted locally) due to its fully electric engines: In addition, the technology is virtually noise-free along the route besides minimal noise emissions close to the ropeway terminals. Due to the position of such stations in the LCC project, however, bespoke noise emissions would not additionally harm the environment due to its closeness to Alta and Snow Bird ski resorts and thanks to the advanced technology of our DirectDrive engines. Moreover, a 3S system would partially avoid the heavy snow-clearance measures required to ensure a reliable bus connection throughout the canyon (snow-patrol service CO2 & noise emissions, noise emissions of TNT for avalanche removal, environmental pollution of anti-icing agents, etc.). In addition, the low land usage of a ropeway avoids heavy infrastructure construction such as road widenings, tunnels, bridges etc. and thus avoids also their maintenance, with lower impact on the flora & fauna of the canyon. To conclude, ropeways can be regarded as one of the most (if not the most) sustainable means of mass transportation.

Tourist & local appeal of ropeway technology is well-known by practitioners. A ride in a 3S gondola provides an emission-less, scenic ride between the landscape. As such, a ropeway is often a means to give further value to a scenic place like LCC. Indeed, the quiet ride matched with the lofty heights and the panoramic cablecar windows is often turning ropeway sceptics (worried about the impact of the ropeway masts and cablecars on the views of the area) into ropeway fans. This has the beneficial effect of encouraging people to avoid driving their cars and opting for public transportation, as well as increasing the passenger numbers of the system enabling economic value creation. Furthermore, the station and cablecar elements can be tailored to the needs & wishes of the customer: from minimalistic design to opulent, architecturally-important terminal stations... from window cablecar floors (see Matterhorn Glacier Ride) to A/C cabins. From our experience, we claim confidently that a 3S ropeway appeals much stronger to locals and tourists than any form of bus transport.

Low Opex & Capex of the 3S system due to its autonomous nature, the mature technology and the independency from meteorological conditions like snow & avalanches. Regular maintenance must only be performed in the terminal stations, whereas work on the masts / along the cables are rather an annual / pluriannual affair. That allows for lower personnel & spare parts requirements. Compared to other transport systems, ropeways have relatively lower costs (half of a tramway and 1/10 of a metro).

Low land usage is also a clear benefit that a 3S ropeway enjoys over any preferred lanes bus service. Indeed, due to the nature of cable-propelled transit the only land usage a ropeway requires lies within the planned terminal stations areas (which per se is relatively limited, see below the terminal station of the 3S Renon (ITA) as an example). Smaller amounts of land are however also needed by the masts of bespoke systems (typically regular masts require space of approx. 270 square-feet). This lies in stark contrast with the preferred lane bus service, in which roads, tunnels and bridges must be widened to make space for the preferred lane, as well as bus turning plazas and parking spaces. Lower land usage of ropeway systems mean lower land costs, generally lower capital expenditures, lower O&M, a shorter construction time (also thanks to its modular design) and the ability to cope with steeper gradients, rivers,

woods & other geographical barriers and obstacles (e.g. avalanches, buildings, etc.).



Attachments:

- Urban ropeway + PPP portfolio of HTI Group
- Power Point with brief HTI group introduction and hallmark projects
- (*) HTI Urban ropeways reference list

Respectfully,

Frederic



Frederic Demoulin
Urban Ropeways Project Manager
Leitner-Poma of America, Inc.



3S Eisgratbahn – Stubai (AUT)

HTI Group – Company introduction

Company introduction

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September 2021

LEITNER

POMA

agudio

Funivia

BERNARDINI

LEITWIND

LEITNER

POMA

HTI

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Group introduction

Chronology of events

- * In 1888, Gabriel Leitner establishes a business specialized, amongst others, in ropeways for material transportation. In 1968, Leitner is involved in the construction of the 1st passenger ropeway of Central Europe (Bolzano, ITA). In 1947, Leitner builds its 1st chairlift (Corvara, ITA)
- * In 1960, a brand new 40.000 square m. production plant is built. Shortly after, Leitner develops its first detachable grip
- * In 1998 Leitner opens its first affiliate in the USA (now LPOA) and acquires BM Lifts (CAN). In 2000, strong M&A activity leads to the acquisition of French Pomagalski (now Poma), one of the leading companies in the ropeway sector, and Pintho (world leader in the snow-groomer industry, ITA). In 2003, Leitner develops its 1st wind turbine under the brand Leitwind. After the acquisition of Demac (ITA) & Lenko (SWE) in 2010, the High Technology Industries Group (HTI Group) is formed: it is the only worldwide single-source supplier for winter sports technologies
- * In 2003, HTI installs one of its 1st Urban ropeways in Medellin (COL). Soon after, 5 additional gondolas are included in the cities' PTS (tot. length of 14.5 km). The success of the system sky-rocketed worldwide demand: 7 Urban gondolas were installed in TUR; other 3 in COL; 2 in DOM; 6 in MEX with 4 only in Mexico City (Ecatepec in 2016 & Cablebus in 2021, for 15 km across 16 stations). During 2020, the 1st Urban ropeway of ECU was built for CAPEX 135 m€. In AUS, 3 new city gondolas are built from 2018, continuing HTI's great success story in Northern Africa, where its subsidiary operates 13 Urban ropeways across 7 cities. In Asia, HTI finished 3 Urban projects in KOR, and 1 each in MAL, VNM and CHN, with more to be build over the next years (MNG, CHN)
- * Between 2008 and 2009, two innovative Urban ropeways are developed & built by HTI: MiniMetro Automated Peoplemover (Perugia, ITA) and the 1st 3-cable detachable gondola (TD) in Bolzano - Renon (ITA), displaying their huge potential
- * HTI's success overseas leads to growth in Urban projects across Europe: Hungerburgbahn in 2009 (Innsbruck, AUT), The Squire in 2011 (Frankfurt, GER), Pisamover in 2017 (Pisa, ITA), Gürtel der Welt in 2017 (Berlin, GER), Citadelle in 2021 (Namur, BEL), many of them developed in PPPs. The 1st Urban 3S gondola of FRA will be finished end of 2021 in Toulouse- Grenoble (FRA) will follow with its own HTI Urban ropeway in 2024

TD35 Ritten / Renon (ITA)



TD28 Matterhorn Glacier Ride 1 (SUI)



TD34 Voss Gondol (NOR)

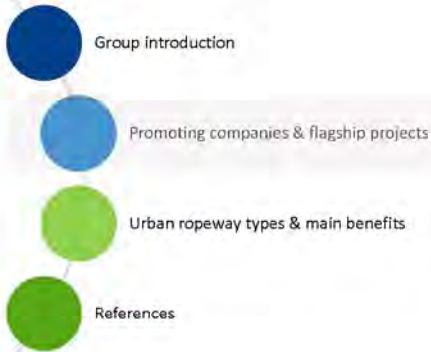


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Promoting companies (1/4)

HTI Group (ITA) – Company profile	
Business overview	Italian, privately-owned industrial company specialized in the design, production, installation and O&M of cable-hauled transportation systems, wind energy generators and machineries for the maintenance of ski resorts (snow groomers, snowmakers)
Brand overview	<p> Letner ropeways (ITA) & Poma (FRA) are world-leaders in the cable-hauled transportation industry both in mountain and urban environments. Agudio (ITA) is specialized in cable-hauled material transportation systems. Primoth (ITA) is world-leader in the production of snow-groomers and vegetation management vehicles. DemacLenko (AUT) is world-leader in the technical snowmaking industry, and Leitwind (ITA) is the leading WTG manufacturer for the Italian market in the megawatt class. </p>
KPIs HTI (2019)	<ul style="list-style-type: none"> HQ: Vipiteno (ITA) Revenues: 1.056 bn€ Net income: 48.6 m€ Capex: 38.3 m€ R&D: 28.9 m€ Headcount: 3,814 Tot. Assets: 1.253 bn€
Revenue growth	<ul style="list-style-type: none"> +9.9%* 78 ropeway systems, 2000 snowmakers & 945 snow groomers sold 41,692 hrs of HR training 1.2 m€ to community projects / ESG projects 2.3 m€ invested in employee development 70 subsidiaries & 131 sales points Production facilities over 6 countries (ITA, AUT, FRA, USA, CAN, IND) Over 10,000 ropeways sold since inception
KPIs Urban transportation	<ul style="list-style-type: none"> Product portfolio: Aerial tramways, Funiculars, MiniMetro - APMS, Tri, and bi-cable gondola lifts, Detachable cable cars, inclined elevators No. of Urban ropeways installed: 74 across 21 countries and 4 continents Miles of Urban transportation installed: approx. 84 No. of Urban ropeways w. HTI O&M arrangements: 46 No. of PPPs currently in portfolio: 8 (thereof 6 for Urban ropeways) & 2 under negotiation No. of PPPs sold: 3 for Capex 60.6 m€ PPP Capex under management: 388.5 m€ Subsidiary ETAC (ALG): O&M of 13 ropeways across 7 cities, transporting approx. 12.2 m passengers per year Planned projects: 35 Zuhai (2022, CHN), Ulan Bataar (2023, MNG), Metrocable Grenoble (2024, FRA), Tizi Ouzou (2025, ALG),...

*Revenue CAGR from FY 2015 to FY 2019

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Promoting companies (2/4)



HTI Group (ITA) – Flagship Urban ropeways

Cablebús 2 I+II – Mexico City (MEX)



Type	GD10 Detachable gondola
Capex	130 m€ (RW only)
O&M	Third party + HTI
Contract	Supply contract + M*
Length & stations	6.4 m & 8 stations

2021 Guinness World Record for longest Urban ropeway of the world

Aerovia I+II – Guayaquil (ECU)



Type	GD10 Detachable gondola
Capex	135 m€
O&M	HTI
Contract	PPP
Length & stations	2.5 m & 5 stations

Metrocable Lineas K+J+L+H+M+P – Medellín (COL)



Type	GD10 Detachable gondolas
Capex	N/D
O&M	Third party + HTI
Contract	Supply contract + M*
Length & stations	9 m & 22 stations

Téléo – Toulouse (FRA)



Type	TD30 Tri-cable gondola
Capex	61 m€
O&M	HTI
Contract	Supply contract + O&M
Length & stations	1.7 m & 3 stations

*M: Great maintenance / inspections

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Promoting companies (3/4)



HTI Group (ITA) – Flagship Urban ropeways

Pisamover – Pisa (ITA)



Type	MM100 MiniMetro - APM
Capex	74 m€
O&M	HTI
Contract	PPP
Length & stations	1 m & 3 stations

Awana Skyway – Genting Highlands (MAL)



Type	GD10 Detachable gondola
Capex	19 m€ (RW only)
O&M	Third party + HTI
Contract	Supply contract + M*
Length & stations	2.2 m & 6 stations

Yenimahalle I+II+III – Ankara (TUR)



Type	GD10 Detachable gondolas
Capex	22 m€ (RW only)
O&M	HTI
Contract	Supply contract + O&M
Length & stations	2 m & 5 stations

Ecatepec I+II – Mexico City (MEX)



Type	GD10 Detachable gondola
Capex	70 m€
O&M	Third party + HTI
Contract	Supply contract + M*
Length & stations	2.9 m & 8 stations

*M: Great maintenance / inspections

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8

Promoting companies (4/4)



Leitner Poma of America – LPOA (USA)

Business overview

American, fully-owned subsidiary of Poma (FRA) and member of the HTI Group, specialized in the manufacturing, installation and O&M of the complete line of cable transport systems for both the Urban and Mountain environment across North America

KPIs LPOA (2019)

+11.3%*

Revenue growth

- * HQ: Grand Junction (CO - USA)
- * Revenues: 86.65 mUSD
- * Net income: 15.28 mUSD
- * No. of branches: 3 (UT, VT, ON - CAN, BC - CAN)
- * Ropeways installed in 2019: 19
- * Urban ropeways installed: 4 (3 in USA, 1 in MEX) since inception
- * No. of Urban ropeways w. HTI O&M arrangements: 3
- * Capex: 1.56 mUSD
- * R&D: 2.74 mUSD
- * Headcount: 295
- * Total Assets: 123.84 mUSD
- * Urban ropeway summit organized by early November 2021 to increase awareness of city planners, engineers, construction companies, Universities, etc. about the potential of RWs. Own booth at APTA 2021 in Orlando, FL
- * In-house Colorado production facility allows for Made in America standards to be met, easing access to projects & grants

Roosevelt Island – NYC (USA)



Type	AT110 Aerial Tramway
Capex	18 m€ (RW only)
O&M	HTI
Contract	Supply contract + O&M
Length & stations	0.5 m & 2 stations

E-Train Miami Airport – Miami (USA)



Type	MM150 MiniMetro - APM
Capex	38 m€
O&M	HTI
Contract	Supply contract + O&M
Length & stations	0.5 km & 2 stations

*Revenue CAGR from FY 2015 to FY 2019

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Agenda

- Group introduction
- Promoting companies & flagship projects
- Urban ropeway types & main benefits
- References

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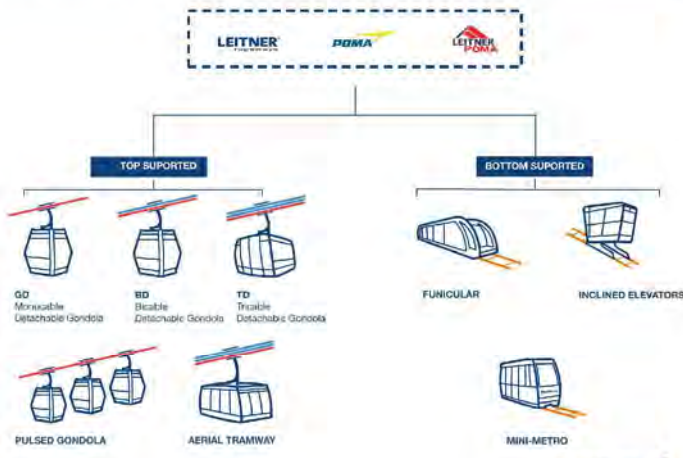


Urban ropeways – e-mobility made easy

Thanks to their unique attributes, ropeways from HTI are the optimum mobility solution for a wide range of needs in urban environments.

As a useful supplement to existing public transport services, a ropeway offers unbeatable arguments:

- **Topography limitations:** insensitive to road crossings, river bridging, hills & other difficult-to-access terrain
- **Traffic bypass:** RWs operate on a different level from individual & public transport (cars, buses, trams, etc.)
- **Limited space requirements:** ideal for environments with saturated space capacities
- **System extensions:** ideal solution for suburbs with limited PT systems & high passengers potential or to act as a feeder solution for other mobility systems. Modularity allows for system modification
- **Connection of areas with high point-to-point traffic**
- **Independent transportation:** high potential even for areas with limited transport demand

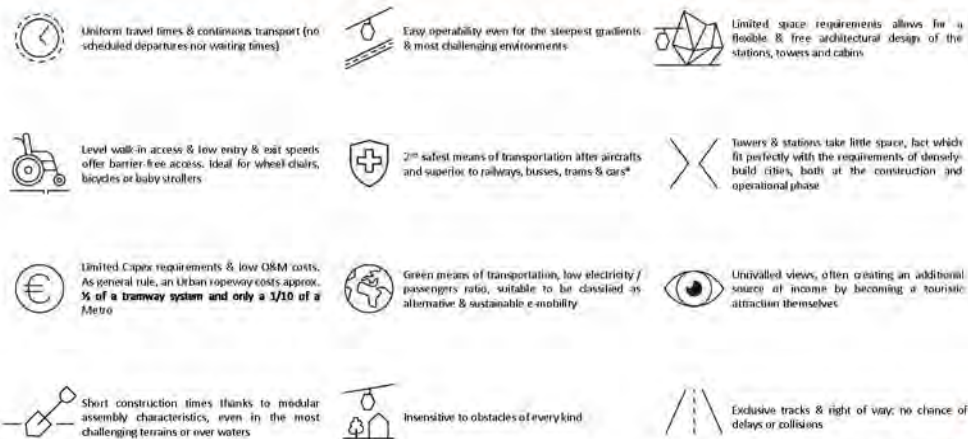


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HTI

11

Urban ropeways – Main benefits



*Federal statistics office Wiesbaden (ZIER): 2011: aircraft (1 accident every 1.12m kms); ropeway (1 every 17.3m); cars (1 every 1.44m); trams (1 every 1.31m); bus (1 every 6.64m); train (1 every 204m)

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HTI

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Agenda

- Group introduction
- Promoting companies & flagship projects
- Urban ropeway types & main benefits
- References

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TD34 VOSS GONDOL

VOSS - NO - 2019

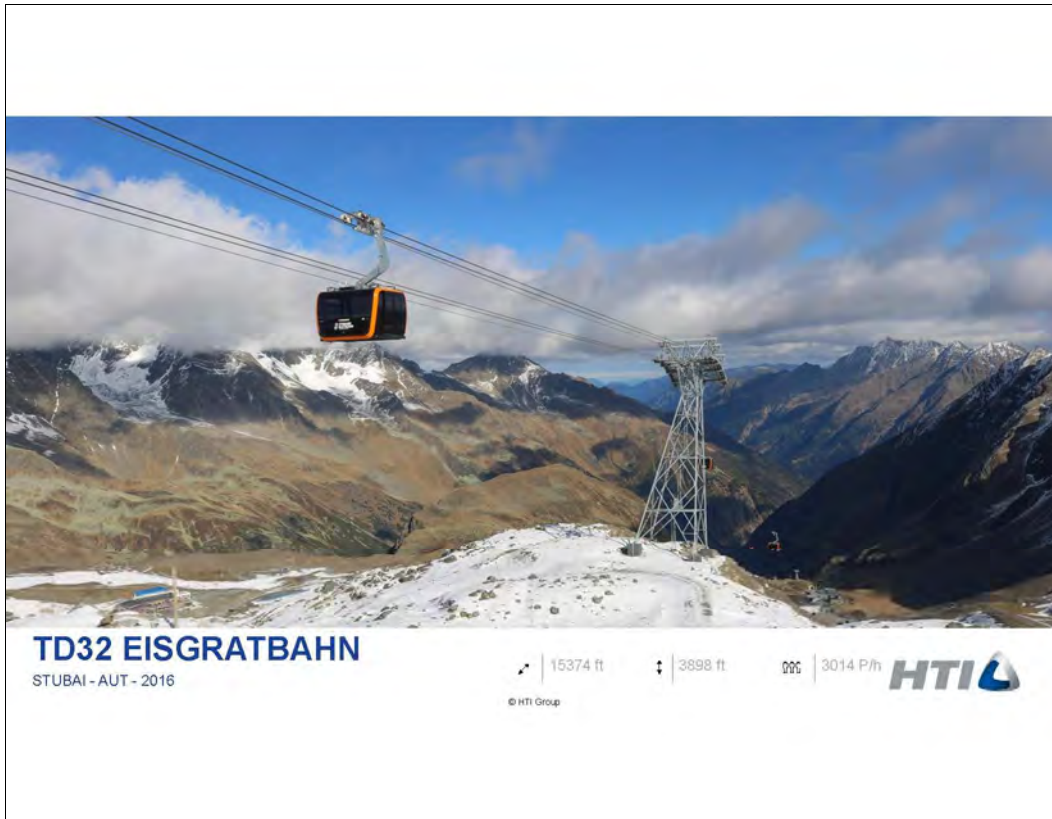
6700 ft

2447 ft

1544 P/h

© HTI Group







TD28 MATTERHORN GR 1

ZERMATT - SUI - 2018

12352 ft

2946 ft

2000 P/h



© HTI Group



TD35 LES PRODAINS

AVORIAZ - FRA - 2013

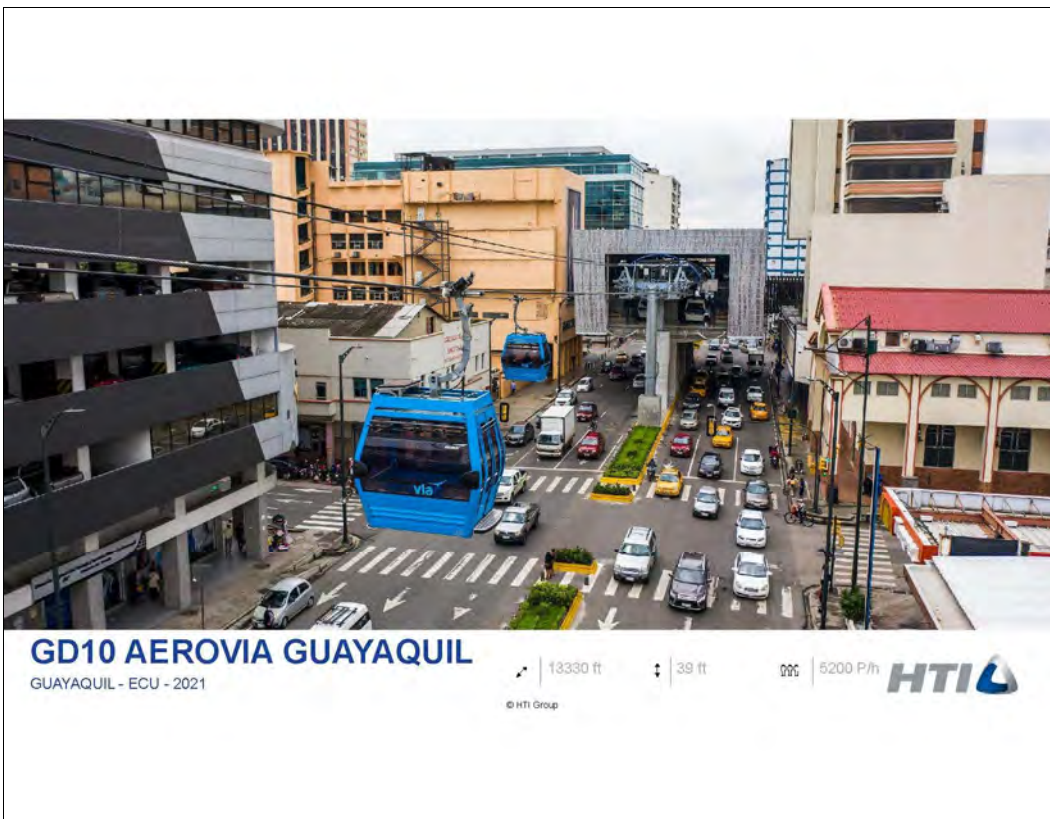
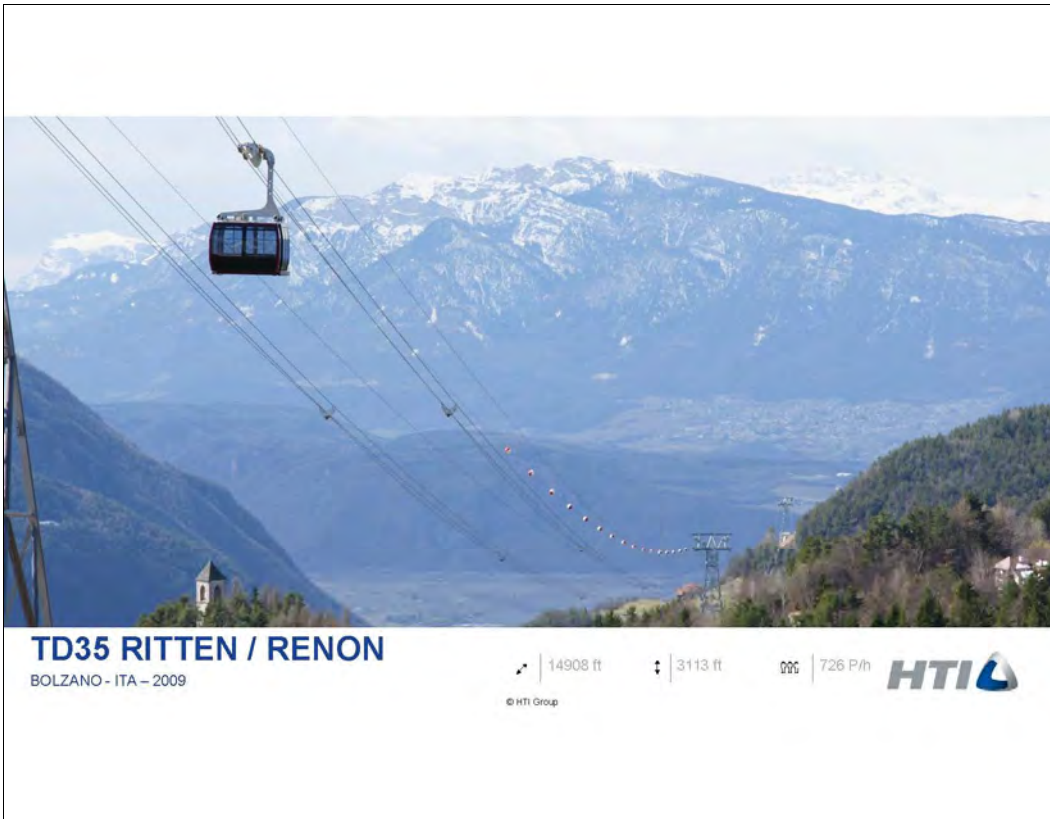
5744 ft

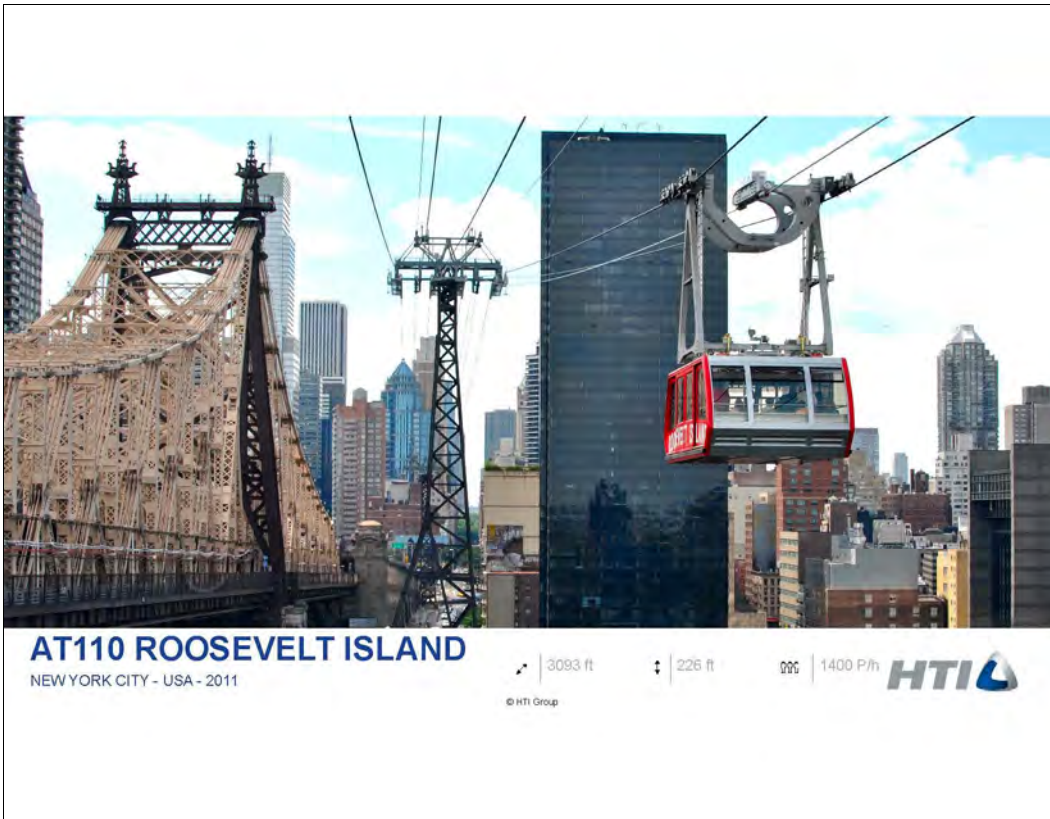
1890 ft

2400 P/h

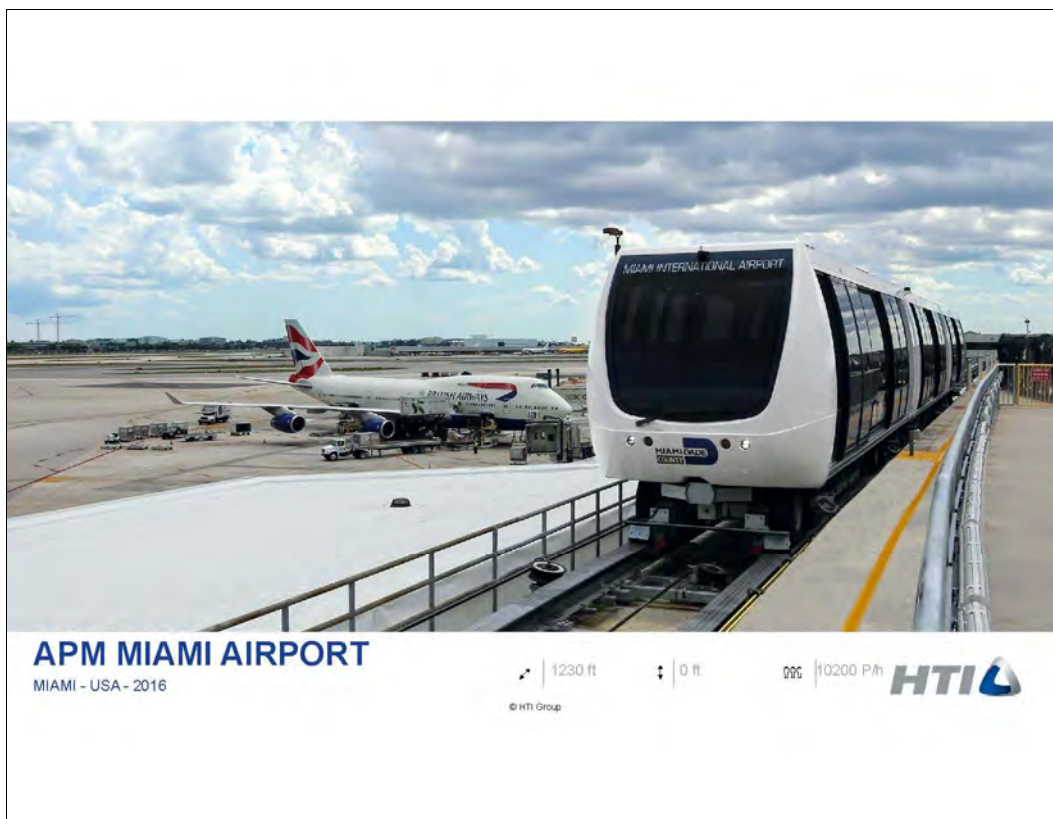
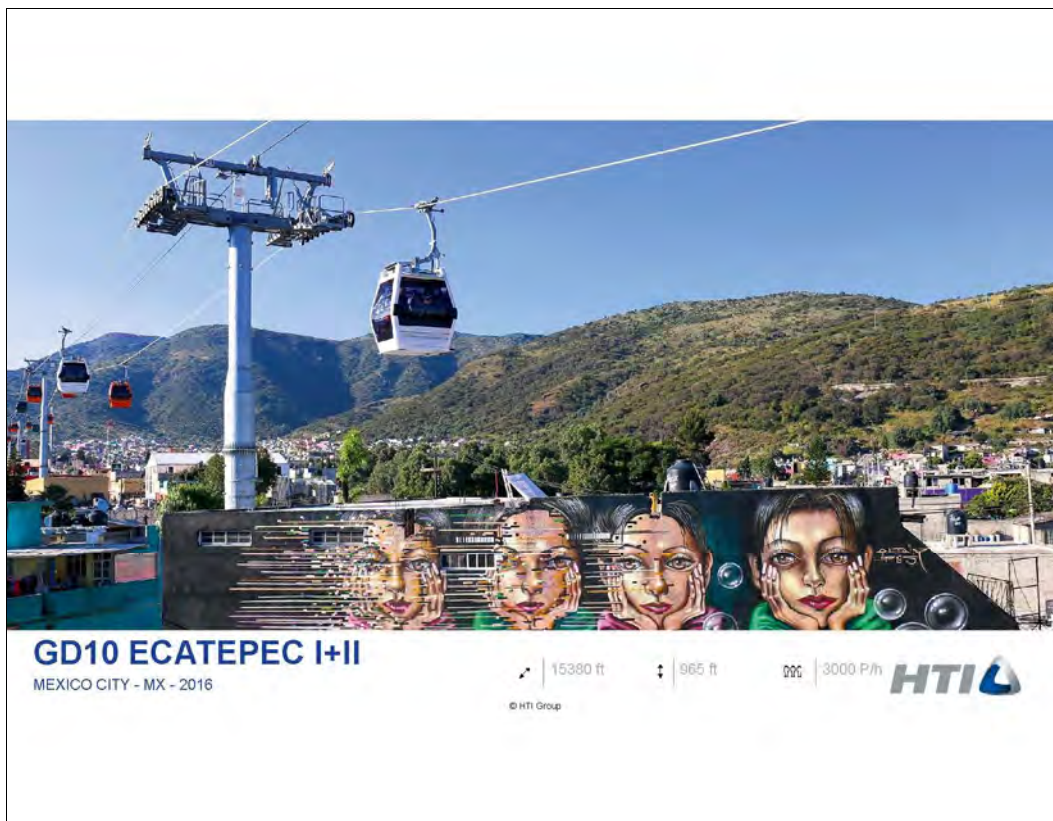


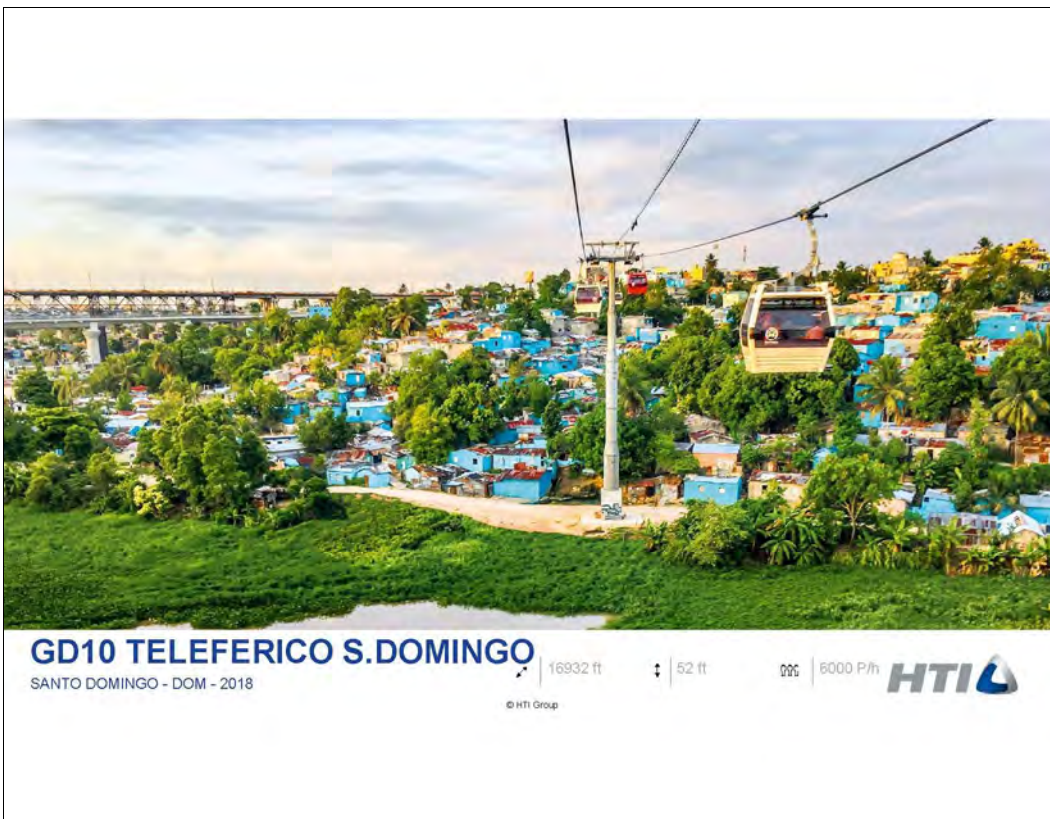
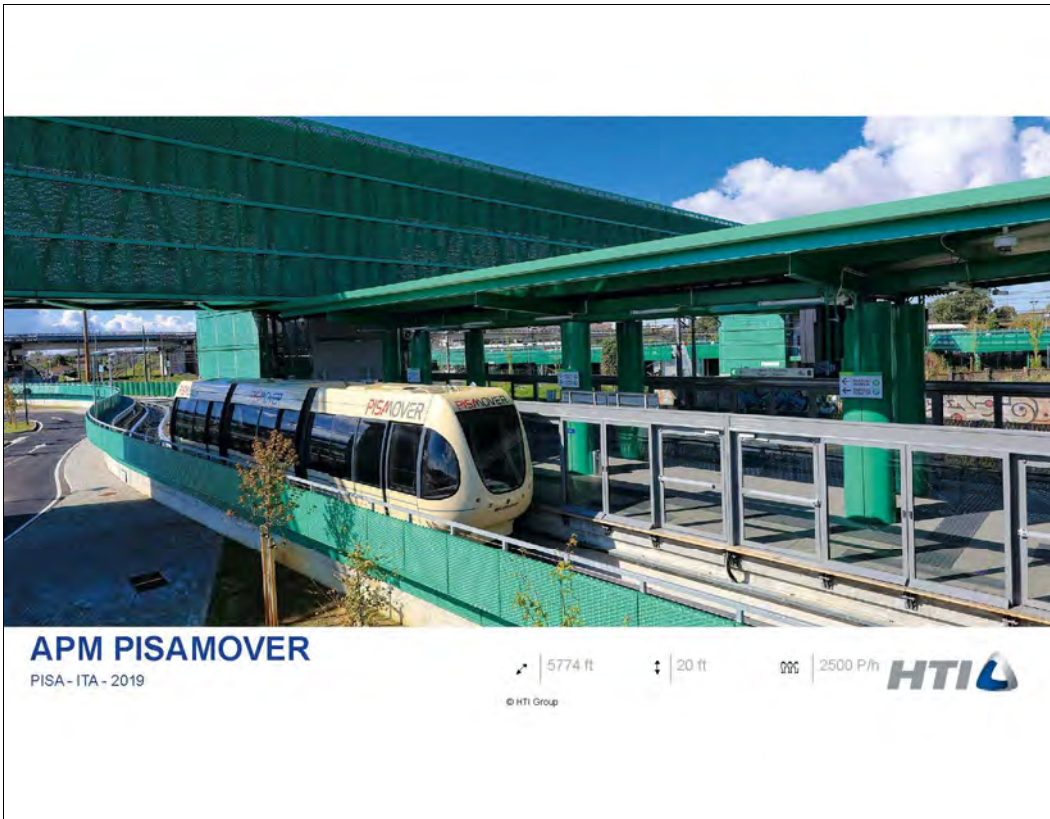
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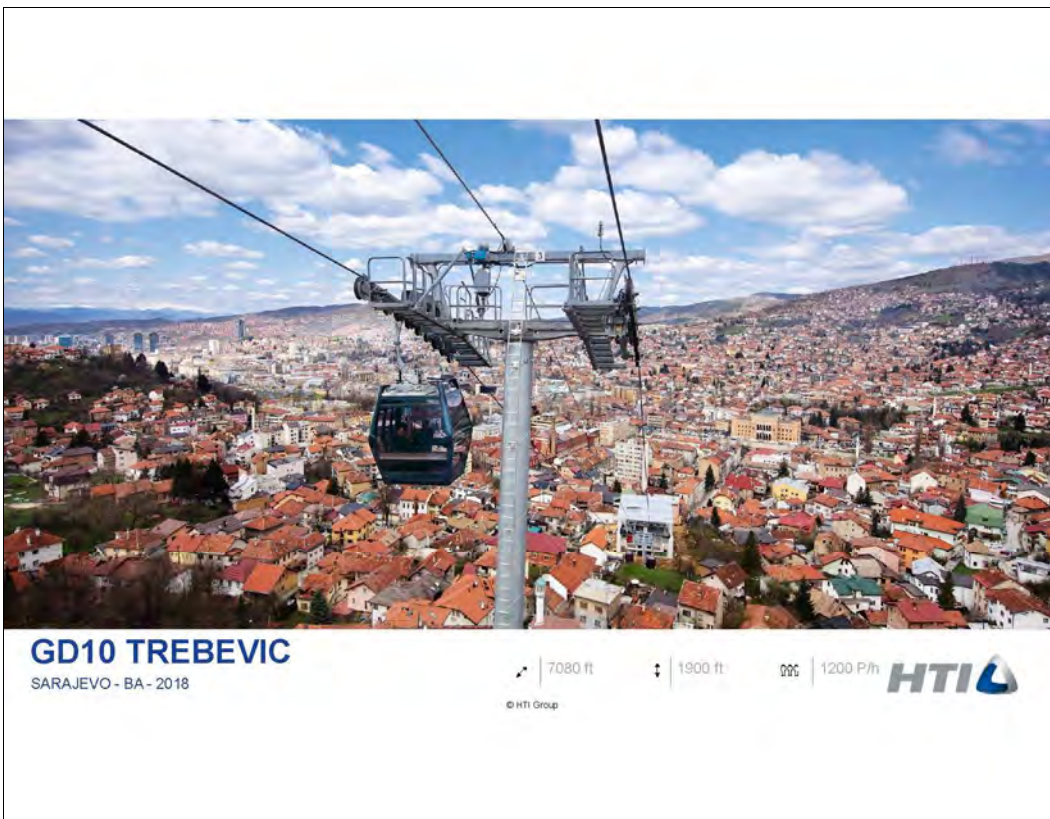


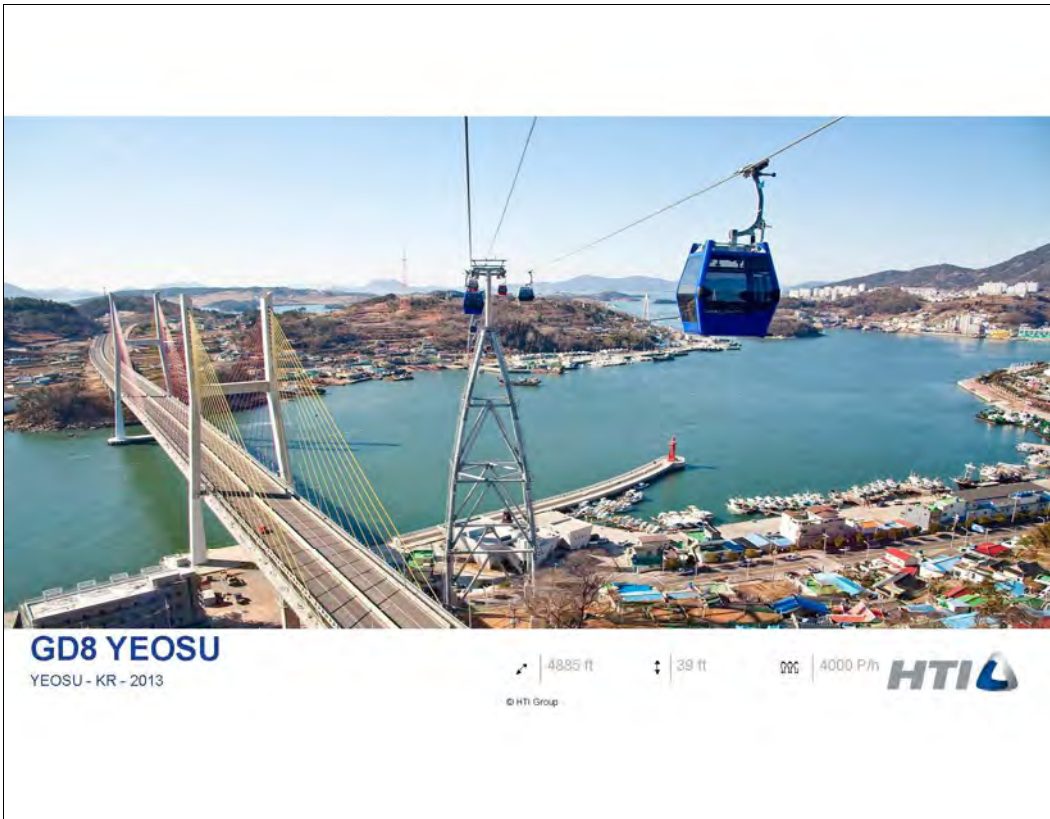












GD8 YEOSU
YEOSU - KR - 2013

4885 ft | 39 ft | 4000 P/h HTI

© HTI Group



Forward-looking

The future belongs to modern technologies.
Our Group has used the past year intensively to promote research and development – so that we remain on course for success worldwide.

HIGH TECHNOLOGY INDUSTRIES

10 – 6



Creating the future: High Technology Industries

LEITNER

Cable hauled passenger
transport systems for use
on mountains and in cities

Page 6 – 9

POMA

Cable hauled passenger
transport systems for use
on mountains and in cities

Page 20 – 2



Material transport
systems

Page 32 – 33

Pflaetzl

Snow groomers and tracked
vehicles for all kinds of
slopes and terrain

Page 26 – 27

REMAG-LENDO

Complete solutions for
fully automatic technical
snowmaking

Page 41 – 47

LEITWIND

Megawatt class gearless
wind power plants

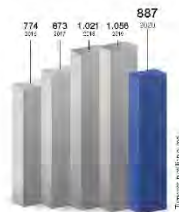
Page 14 – 15

Strength counts

Turnover

Group turnover amounted to 887 million euros in 2020.

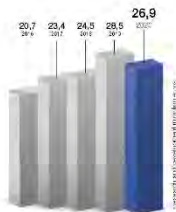
- 44 ropeway systems
- 6 wind power plants
- 746 snow groomers and tracked vehicles
- 1,500 snow guns



Research

Technological innovations are part and parcel of our HII Group. This is why we invest heavily in R&D – the total figure for 2020 was 26.9 million euros.

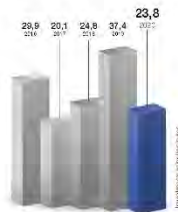
- Ropeway systems: Further development of the detachable gondola lifts
- Snow groomers and tracked vehicles: Further development of the Shape V vehicle generation and development of the LEITWOLF REMOTION and HUSKY eMOTION high-end concept models
- Snow guns: Market launch of the Titan 4.0 fan gun, development of fully automatic systems for dish fusion and fire lighting
- 11 wind power plants and further development of the LEITNER



Investments

HII Group invested 23.8 million euros in 2020, expanding their capacities and network and thus helping to further extend our global market position.

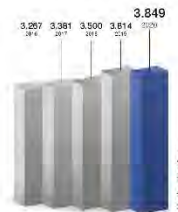
- Construction of the new LEITNER production site in Stará Ľubovňa / Slovakia
- Extension of the office building in Casaccia and Campi di Sotto in Vipiteno / Italy
- Property expansion at the headquarters in Vorarke / France
- Construction of the new LEITNER headquarter in Campi di Sotto in Vipiteno / Italy



Employees

In 2020, the HII Group employed 3,849 staff worldwide.

- Approx. 1.2 million euros for training and advanced training
- 15,515 hours of further education
- 119 internship positions
- 48 apprentices



Moving the future

LEITNER

2020 was a challenging year for LEITNER, in which exciting projects were able to be realized, in spite of difficult circumstances.

The consequences of the pandemic continue to have an impact and have especially impaired the tourism industry, which is relevant for the company. It was all the more important last year that forward-looking steps were taken into the future with extensive investments in infrastructure and a clear commitment to research and development. Starting over again where it was left off bears witness to optimism and motivation: as a reliable partner and manufacturer of ropeways, who ensures modern movement with innovation and quality, LEITNER looks to the future with optimism, with the conviction of its products keeping pace with the times and often even being a step ahead.

The entrepreneurial stability and clear vision will also be the most important basis after the crisis, for being successful on the market and setting new standards.



ITALY - SESTO

Elegance conquers the Dolomites

All signs point to innovation on the popular Helm ski mountain. With construction of the new 10 passenger "Helmjet" gondola lift, the 40-year-old aerial tramway became obsolete and made room for the system by LEITNER, which transports guests to the popular 3 Zinnen Dolomites area in only six minutes. The "Helmjet" is already the sixth system within six years that the company has realized in the renowned ski resort. The new installation impresses with its elegant luxury Symphony 10 cabins in a Pininfarina design, including seat benches with heated upholstery and ski racks inside. The gondola lift is over two kilometers long and

overcomes a height difference of 720 meters and is powered by a high-performance LEITNER DirectDrive.

GD10 Helmjet	
Vertical rise	720 m
Station size	220 m
Drive power	4.150 kW
Transport capacity	2.400 p/h
Number of towers	14
Number of cabins	58



AUSTRIA - SCHLADMING

Fast, elegant and comfortable

With the new construction of the "Lärchkogelbahn", a new, efficient system by LEITNER was created in the Planai - Schlading ski resort with a key function. Previously, a 4-seater chairlift connected the three main slopes, Kraterabfahrt, Lärchkogelabfahrt and WM-Stützhecke. With the construction of the 8-seat or chairlift, guests not only benefit from more comfort, but also shorter waiting times and higher capacity. The installation, fitted with premium EVO seats, including seat heating and weather protection bubbles, transports 3.600 passengers per hour, thereby nearly doubling the carrying capacity. Apart from the performance increase, the station in Pininfarina design impresses with its clas-

sic Planai look in yellow-green, LEITNER DirectDrive and extra comfort when getting in and out, due to improved snow protection at the stations.

GD80 Lärchkogelbahn	
Vertical rise	1.200 m
Station size	120 m
Drive power	247 kW
Transport capacity	3.600 p/h
Number of towers	14
Number of cabins	51



SERBIA - KOPAONIK

Open all year round

Serbia's largest ski resort, Kopaonik, is once again counting on LEITNER's quality and innovation. For the first time, the new 10 passenger gondola lift is catering for a direct connection between the tourist destination Džavco and Mali Karaman in the middle of the Kopaonik Mountains. The almost four kilometer-long GD10 gondola lift at Džavco can carry up to 2.400 passengers per hour and overcomes a height difference of 842 meters with a middle station. Due to the transport option for bikes, appropriate infrastructure was also created with the new gondola lift for the popular summer season. In winter, the installation is the new heart of the entire ski resort, thus enabling optimum distribution of guests over the 55 km of slopes.

GD10 Džavco 1+2	
Vertical rise	842 m
Station size	140 m
Drive power	1.510 kW
Transport capacity	2.400 p/h
Number of towers	36
Number of cabins	100 + 140

LEITNER

PROJECTS 2020

Trip to modernity

ITALY - COMPLETE ROPEWAY PROGRAMME

In Roccaraso, at an elevation of over 1,200 meters, the new "Pallavicini" 10 passenger gondola lift is setting new quality standards. It contributes to a significant increase in capacity and, above all, will guarantee a safe ride for the many seat passengers. The Diamond 10 cabins offer a comfortable ride along the unchanged route and, with 100 kg of additional weight each, they provide even better wind stability.

A double investment was even made in Alta Padi: LEITNER realized the new "La Frasca" 6-seater chairlift

here. Furthermore, instead of the old "Sestocatta" fixed 4-seater chairlift, a modern 8-seater chairlift with premium EVO seats and individual footrests and weather protection bubbles is in operation, in order to guarantee a safe ride for big and small skiers. There is also news from Viterbo: At the Asolo plateau, a 6-seater chairlift by LEITNER, including blue weather protection bubbles, links the Verenita Hut with Monte Verena.



Marcelo G. de Castro / EIT

GERMANY, FRANCE - CUSTOMIZED MODERNIZATION

With extensive investments, the Solleder in the Oberstdorf-Schönleinsried ski region is being modernized as a family resort. The new heart of this is the C210 "Sollederbahn" with two technically separate sections. Due to the local conditions, the first section only accommodates over 200 meters from the parking lot to the former bottom station. The skiing students are transported in cabins that are marked with the stickers of the ski area mascot and they only ride the first section up to the intermediate station. However, more advanced skiers can ride up to the mountain. There are also two separate entrances at the bottom station.

On the Gröden, a popular mountain sports area, all year round in the Davos Forest near Obsemen, the old ropeways that are now 50 years old have moved aside for a new 8-seater chairlift by LEITNER. Up to six walkers or three bikers per chair can be transported in the summer. The chairlift particularly provides significant improvements when it comes to speed and comfort, which the winter sports enthusiasts are particularly pleased about in the winter. The ride up to the mountain

here just under five minutes and is significantly less than the previous time of 14 minutes. The modern seats with comfortably upholstered footrests and special racks for transporting sports equipment ensure a particularly pleasant ride experience.

Modernization and optimization were also the priority in several French ski resorts for this year's winter season. The picturesque village of Oz en Oisans at an elevation of 1,250 meters, offers access to the two ski resorts Oz Vars and the large ski resort of Alpe d'Huez. Previously, Oz en Oisans was reached with a 20-minute car journey from Allendard, a town that is a 45-minute drive away from Grenoble. With the new Eau d'Osse Express gondola lift as a direct link from Allendard to the resort town village, Oz en Oisans can now be reached directly in only eight minutes without a car. In the La Forêt Blanche (Vars - Rosoud) ski area, LEITNER is continuing the modernization of the ski resort in the middle of a birch forest. Here in Sainte-Marie, one of the four villages belonging to the Vars ski area, the new "Ries Noe" 6-seater chairlift will provide more comfort.

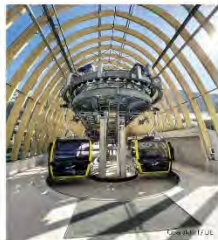
LEITNER

Outlook 2021

GERMANY - OBERSTDORF

2S and Symphony newly combined

A striking modernization step was also taken on the Nebelhorn, which is steeped in tradition - only three kilometers away from Sollebeck in the crow flies. The new "Nebelhornbahn" bicable gondola lift combines LEITNER's completely newly developed bicable technology with the luxury Symphony 10 cabins for the first time. A new overall product was therefore developed in the bicable gondola lift segment. The Nebelhornbahn is the first bicable gondola lift that is operated with the energy-efficient and resource-conserving LEITNER Diesel Drive. In addition to significantly improving comfort, long waiting times will also be cut down in future. Thanks to the Symphony 10 luxury cabin designed by Röhrling, guests experience more feeling of comfort from the moment they step into the cabin. Due to the warming seat covering made of loden, it was not necessary to install seat heating.



Leitner / EIT



Obertsdorf / EIT



Obertsdorf / EIT

ITALY - CORTINA

Sustainable attraction

Shortly after the completion of the "Càl Cruschi", LEITNER is already providing a new highlight in Cortina. With the construction of the "Son del Prade - Dal de Dones" gondola lift, the link between the Tofane ski resorts and those of Cinque Tori on the Falciano pass, a representative structural project was realized. This new installation will be 4.5 km long altogether and fitted with 34 state-of-the-art 10 passenger cabins and will connect the ropeways of Pocol with Cinque Tori in

two sections via a middle station in Cortina. The link is predominantly intended to inspire two effects with a sustainable impact. On the one hand, it is a key part of the strategy for future tourism development of Cortina and on the other hand, it will provide relief for the busy road between Cortina and the Falciano and consequently also have a positive impact from an ecological perspective.

LEITNER

SPAIN – BARCELONA

Glow worm in motion

In Barcelona, new life is being breathed into a tourism ropeway classic: With the revitalization of the "Funicular del Tibidabo", the ropeway, which was built more than 120 years ago on the local mountain of the same name in the Catalan metropolis, will ensure a modern ride experience from summer 2021. Within two years, among other things, the ropeway control unit, the two wagons, the rollers, rails and station equipment were refurbished. Furthermore, a new safety system was introduced. The speed of both new wagons is increasing from four to ten meters per second, the capacity is rising from 120 to 250 persons per journey. Thanks to the panoramic view, the interactive information made and the futuristic lighting, the ascent to the amusement park already becomes an entertaining experience. According to the design of the wagons, the ropeway bears the name "Cua de Llum" – glow worm.



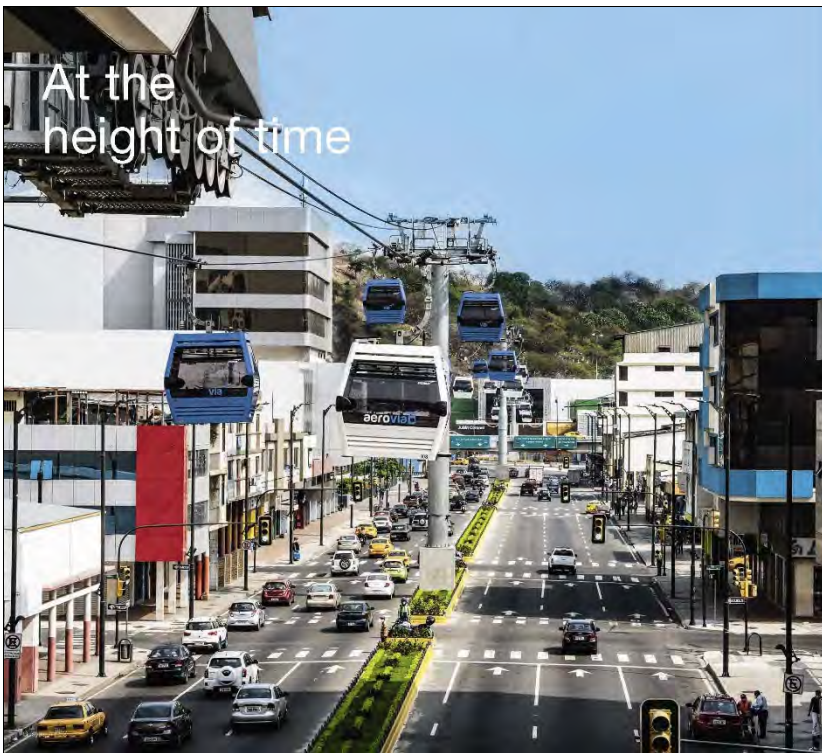
MEXICO – MEXICO CITY

24 ropeway kilometers

In Mexico's capital city, five new urban ropeways by LEITNER will be commissioned at the same time from 2021 and thereby provide further relief for the traffic situation in the metropolis. In the Itzapalapa district, in the southeast of the city, the total of nearly eleven kilometer-long Cablebús 2 system will particularly offer the commuters a better and above all, safe link to the subway stations. In the Coatepec de Morelos district, LEITNER already built Mexico's first urban ropeway in

2014 over a length of around five kilometers. Now, the Mexicable 2 Línea Verde ropeway system will follow in the same district, with a total of three gondolas that are connected to one another over a length of 8.5 kilometers. This connects five public transport systems with one another: the Mexicable Línea Verde ropeway, the subway network, the Metrobús and Mexibús express bus networks and another ropeway system.

At the height of time



POMA

22 – 23

2020 was a year in which POMA was severely put to the test with its worldwide activities. With combined forces and unremitting pioneering spirit, POMA succeeded in mastering the challenges and staying on course. Ongoing projects were successfully continued and new ones started. With several of these, previous records were even beaten. The longest tourist gondola lift in the world in Serbia and the first urban gondola lift in Ecuador are technological milestones. The strong sense of team spirit that prevails in the company is also responsible for the outstanding performance, as well as the exemplary cooperation with the subcontractors. Everyone follows the same goal together: highest customer satisfaction. In 2021, we are closing ranks and contributing to work with the same confidence alongside our customers who operate sking areas, with the view of creating new ropeway transportation projects that connect people, spaces and ideas. In urban areas, CO₂-free mobility is gaining further momentum and with tourism and leisure projects, new solutions are enabling a level of performance. Five urban gondola lifts are about to be completed. In Dubai the biggest Ferris wheel in the world will soon be turning – French know how is making its way around the globe!

ECUADOR – GUAYAQUIL

Traffic turnaround at the Pacific

Guayaquil, the most important port city on the Pacific coast of Latin America, successfully solved its mobility problem with the introduction of an emission-free urban transport system. Since December 2020, the "Aerovia" gondola lift completes the public transport network with two stations over a distance of 4 km. In a journey time of 17 minutes, it brings the passengers from the center to the opposite side of the Río Guaya River. The "Aerovia" achieves peak values for transport capacity: its 156 10-passenger cabins carry up to 7,000 people per hour in each direction, around 40,000 passengers per day. The stations are situated at ideal locations for the residents and were planned such that they have the smallest possible footprint and nevertheless operate as fully-fledged service centers.

The project was implemented by consortium comprised of POMA and Sothraesa as part of a strategic alliance with the municipal administration of Guayaquil / MIMAG and the ATM municipal transport authority. The consortium was also assigned with the operation and maintenance for a period of 28 years.

Transport capacity	2,000 p/h
Vertical rise	7.6 m
Horizontal length	4,256 m
Number of cabins	156



20 – 26

GEORGIA – CHIATURA

Transported into the future

Around the mining town of Chiatura, there were once over a hundred small ropeways that transported everything from rainwater to emergency cars, right up to residents. These ropeways played an important role for the population. During the course of urban development, the old Russian ropeways were replaced with modern ones by POMA. The four urban lines, Sennikovsk, Lezhubent, Naghvi and Mukhachidze, link the town center with the outer districts. Fitted with modern cabins for up to 15 passengers, a travel speed of 6 m/s and built on a four elegant towers, the new gondola lifts are the main method of transport for the local population. The town also sees major potential with tourism, which is why

the transport capacity was designed for more than 10,000 passengers. For the visitors, the occasion over the town already becomes an experience when boarding. The striking design of the stations originates from local architects and is kept futuristic in a Georgian style.

Transport capacity	10,000 p/h
Vertical rise	480 m
Horizontal length	3,200 m
Number of cabins	8

SRBIA – ZLATIBOR

Panorama world record

POMA is already well known in the popular Torvik – Zlatibor ski and leisure resort in Western Serbia. In 2007, the first detachable chairlift in Serbia was installed here during the course of the modernization. What was achieved there within the scope of a large-scale tourism project is not only a record in Serbia: the longest panorama gondola lift in the world, the "Gold Gondola", in 25 minutes, it links the town of Zlatibor with its ski resort over a distance of 6 km. The municipality of Capatina is ambitious and intends to develop the biggest adventure park in the Balkans at this exceptional location. POMA supports the ecological approach that the municipality

has committed itself to. The planning and construction of this detachable gondola lift were performed with the utmost respect for the environment. With an underground machine room, for example, the noise pollution was reduced significantly.

Transport capacity	1,000 p/h
Vertical rise	1,000 m
Horizontal length	5,945 m
Number of cabins	20



POMA

PROJECTS 2020

Mobility progress for the world

FRANCE CONTEMPORARY SKIING EXPERIENCE

The Vichy Gondolift, Les Ruozes, Saint-Foy Tarentaise, Morbier Montant and Valmorel ski resorts in the French Alps are pursuing a comprehensive innovation plan in order to increase their attractiveness for winter sports enthusiasts. With the investment in a gondola lift and four new detachable chairlifts, the operators of the ski resorts took a big step forward. The new ropeways keep what their modern design promises. With simplified access to the stations, smooth-running entry and exit and the highest ride comfort, they offer a contemporary skiing experience that leaves nothing to be desired. A particular advantage for winter sports enthusiasts and operators

are the reduced journey time, the increased capacity, the access to the highest ski runs of the respective resort, as well as a better link between the ski resorts. Also from an ecological perspective, important steps can be taken, such as the dismantling of old systems, the reduction in the number of towers or the fitting of new ropeways with the particularly sustainable DirectDrive. It would have been desirable for the five new ropeways to have started up as planned. However, due to the pandemic, in spite of extremely good snow conditions, it turned out differently and the only passengers were the children from the ski schools.



**USA - SNOWMASS
COMFORT UPGRADE**
Snowmass, in western Colorado in the USA, forms the legendary winter sports resort, Aspen Snowmass, with Aspen Mountain, Aspen Highlands and Buttermilk. Famous for its celebrity guests, Snowmass is the biggest and most popular among the four resorts. The Aspen Skiing Company, operator of the ski resorts and a partner of LEITNER POMA of America since 1983, placed the order for the new construction of the

Hig Horn chairlift, which had reached the end of its service life after more than 30 years. The new 6-seater chairlift with innovative DirectDrive not only offers significantly more transport capacity, as its primary objective of Snowmass, but also a completely new comfort level. Fitted with weather protection bubbles, the skiers conveniently and safely reach the Big Horn and its long, fantastic runs.



POMA

CHINA - ENSHI ENVIRONMENT SIGHTSEEING

The Enshi Grand Canyon in the province of Hubei is one of the most spectacular tourist parks in China. No visitors want to miss its 500-meter high limestone formations. For the route to get there, POMA developed a sustainable mobility solution. A funicular brings the visitors from the tourism center, with its hotels, restaurants, parking spaces and the ticket counters, directly into the nature area. The funicular takes over the work of an entire fleet of buses and thereby contributes to the protection of the environment of this exceptional location. A premiere for the entire Asian region, the fact that the funicular is fitted with the innovative DirectDrive makes it equally environmentally friendly and high-performance. The four wagons of the funicular stop at the foot of the 8-passenger gondola lift, which POMA built here in 2013 and recently renovated.

BELGIUM - NAMUR RIVER CROSSING

In 2017, the City of Namur awarded the contract for the construction of a gondola lift to the POMA, Finko and Labellemontagne consortium. POMA will also support Labellemontagne for operation and maintenance. This is a reversible gondola ropeway with two groups of three cabins, which each accommodate 14 passengers. This technology, in combination with compact cabins, guarantees optimal acoustic comfort for users and local residents. The route crosses the Sambre and the Old Town, right up to the Citadel, offering unique views of the historic center. The city center can be reached in just under three minutes. An environmentally friendly service that benefits all of the residents, including those people who live on the hill of the citadel. The Namur gondola lift is the first project by POMA in Belgium.



FRANCE - LUZENAC BY AIR INSTEAD OF ROAD

Since 1975, Imvry, the global market leader for mineral-based specialist solutions, has been operating a material ropeway in the talc quarry of Imvry in southwestern France. In order to optimally fulfill the environmental requirements, POMA was commissioned with the refurbishment of the installation. The newly constructed ropeway transports material quantities on its five kilometer-long aerial route that would otherwise

have required 20,000 HGV journeys over a distance of 17 km - a significant reduction in environmentally damaging emissions. As it is fitted with DirectDrive, a central monitoring system for automatic adaptation to the load quantities and special above batteries, the maintenance intervals can be increased without sacrificing safety requirements. The construction took place during two winters, in order to avoid disrupting the quarry operations.



Outlook 2021

FRANCE – LA FLAQUE

Glacier connection

SAP (La Plagne Development Company) Société d'Aménagement de la Plagne, a subsidiary of Compagnie Des Alpes (CDA), awarded POMA the contract for a particularly challenging project: the construction of four gondola lifts, that connect the Bellefleur via the Foch de Miel Plateau with the Chaape Glacier. Within three years a new connection is to be created for the La Plagne ski resort. These four new gondola lifts will replace the venerable passenger gondola lifts that were also built by POMA in 1975 and 1978. As expected, the new installations will take a huge step forward in terms of performance,

speed and availability. The "Foch de Miel" reaches a capacity of 3,600 pph at a speed of 7 m/s. To improve the comfort on the route, EVO Mine cabins – including two customised V87 cabins – will be used. The environmental requirements include the protection of the Chaape Glacier and its ecosystem. The number of towers was reduced by 20 in comparison to the old installation – in spite of nearly three times the capacity. Eco-efficient equipment is also used, such as grease-free L17 20 drives batteries on the "Foch de Miel" gondola lift, as well as four Driedrive units.



Le Glacier (1)



MONGOLIA – ULAANBAATAR

Urban priority

The population of the capital of Mongolia has more than tripled since 1990. At 1.5 million, it accounts for nearly half of the country's population today. Connecting the suburban settlements to the city center is one of the top priorities of Ulaanbaatar. The Tsubi River and the Transmongolian Railway are creating a major obstacle to this. Furthermore, the transport network is relatively underdeveloped. A state-of-the-art urban railway system turned out to be the most appropriate solution. In 2023, a 6-km-long gondola lift with 122 cabins will be operating between the northern districts of the city and the city center via three stations.



FRANCE – GRENOBLE

Mobility development

Grenoble, the "Capital City of the French Alps", is anticipating population growth of more than 6,000 inhabitants during the next ten years and growth of 5,000 jobs. The development of functional mobility for commuters is therefore of great importance for the city. On behalf of the Syndicat Mixte des Mobilités de l'Année Grenoble (SMMAA), a 3.7-km-long gondola lift is to be built with six stations in between three train stations by 2024. The new installation will link the four districts of Fontaine, Sasnaye, Grenoble and Saint Martin la Viroix in northwest Grenoble to one another.

DOMINICAN REPUBLIC – SANTO DOMINGO

Network extension

The Dominican capital city counts on sustainable mobility. In 2019, a 6-km-long gondola lift was already commissioned here that links 23 districts. It has now been decided to build another 4.2 km long installation with four stations in the southeast, on part of the city. 395,000 inhabitants live in the catchment area, who will reach the city center more quickly and comfortably with the new line, thanks to its high capacity of 4,500 passengers per hour. The opening is planned for 2022.

RUSSIA / CHINA – HAILUO / SHENHENG

Beyond borders

A new chapter in Chinese-Russian relations: POMA is building a 973-meter-long cross-border gondola lift over the Amur River. The ropeway will connect Diavovostsk in the Amur administrative district in Russia with Heiluo in the Chinese Province of Heilongjiang. Customs and border controls can take place within the stations. The four cabins offer space for 60 passengers, which results in a capacity of 450 people per hour with a journey time of four minutes. For the year 2024, 1 million passengers are anticipated and a regional tourism for tourism and the economy. The completion is planned for the second half of 2022.

Promoting top performance

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2020 was a positive year for AGUDIO. In spite of the difficulties in connection with the COVID-19 pandemic, important ongoing projects have been completed.

For the construction of dams, AGUDIO cable cranes have proven to be the most cost-effective and efficient solutions for transporting construction equipment and concrete. AGUDIO cable cranes were successfully used for the construction of the Daxos and Alto Tamega dams in Portugal as well as Gibe III and Koysha in Ethiopia.

Also in 2020 AGUDIO invented the novel concept of the flyingbelt technology design, the first high-capacity flyingbelt able to move 3,000 t/h of material over a single span of 600 meters. The flyingbelt will be put into operation for the construction of the Hogun dam in Laos.

Benchmark for efficiency

CABLE CRANE IN KOYSHA, ETHIOPIA

UPGRADE AND RELOCATION

The Ethiopian government has processed an extensive development programme for electricity generation from sustainable sources. On the Omo River, around 400 km southwest of the capital city, Addis Ababa, the three dams (Gibbi I, Gibbi II and Gibbi III) have already been realized. A fourth dam, called Koysha, is currently under construction. For the transport of material and construction equipment, a radial cable crane by AGUKO has been used. It was reconditioned, upgraded to 30 tons payload and relocated to the building site of the Koysha dam. A reservoir, with a capacity of nine billion m³, is currently under construction.

CABLE CRANE DAVOES, PORTUGAL

RELIABILITY AND AVAILABILITY

In spring 2021, the Daves dam in Portugal was completed. The 77 meter high and 264 meter long dam of the Jamuga River hydropower complex is 75 km away from Porto. For the construction of the dam, two parallel AGUKO cable cranes (payload of 20 tons each) have transported 250,000 m³ of concrete in the last two years. The tight schedule for the construction of the dam as well as the reliability and performance of the AGUKO cable cranes were decisive for the Petronal - MSF Damagun consortium to award the contract.



FLYINGBELT ROGUN, TAJIKISTAN

NON-STOP INNOVATIONS

In 2021, AGUKO has invested further in the Flyingbelt technology and the first high capacity Flyingbelt was designed and implemented with a conveying capacity of 3,000 t/h and a single span of 600 meters. This type of installation will be put into operation in Tajikistan during 2022, where the highest dam in the world (335 m)

will be built. The Flyingbelt will be part of a reversible conveyor belts chain. The entire excavated material will be temporarily transported to a storage area. In a second phase, the direction of transportation will be reversed and the material will be reused for the construction of the dam.



Outlook 2021

The ongoing projects and numerous enquiries confirm the AGUKO brand as a reliable and high-performance partner for the design and construction of material transport systems. The development of the Flyingbelt technology will also continue in 2021, thanks to the newly developed hybrid

bolts, one single rubber belt can run partially in traditional steel structures on the ground as well as partially in a rope-suspended infrastructure. This kind of design allows an optimal investment and, at the same time, an optimal routing overcoming rivers and valleys.

Leading Innovation



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Pinotti

After several record years in a row, the last financial year was a departure for PINOTTI, as the economic slump of 2020 did not pass by unnoticed here either. With its excellent reputation for quality and service, PINOTTI was nevertheless able to secure good orders. The snow grooming business once again proved that it is the partner of first choice for prestigious events in the international competition scene. Towards the end of the year, PINOTTI substantiated its position as a technology leader and set a milestone in the area of alternative drives with the introduction of two concept snow groomers.

After the initial reaction of the market to the corona virus, the vegetation management business returned quickly back to its customary strength. It posted strong results in the second half of the year, particularly with attachments. While the virus had a more notable impact in the Eastern European and South American markets, the business situation normalized very quickly in Europe and the USA and helped PINOTTI to achieve exceptionally positive results.

With a steady order book, 2020 offered solid demand for the PINOTTI tracked vehicles' PANTHER platform, especially in natural gas transmission and distribution. Additional key elements to the success of PINOTTI in 2020 were the diversification in markets like the UK and new applications for our vehicles. Examples of intense collaboration are the development of the biggest and most efficient tracked concrete mixer with McNALLY and that of an off road lime spreader with Streunasser.

Snow groomers

In addition to durable hardware, PRINOTH continues to focus on upgrading digital functions and services. The 2020 financial year was particularly subdued in the winter industry, because of the uncertain economic situation. Although there are still likely to be restrictions in the near future, the winter sports industry is ready to make a comeback and there are many opportunities already presenting themselves. At the end of 2020, PRINOTH paved the way forward for sustainable skiing. The two zero-emission concept vehicles that were extremely well received around the world are already in demand.

PRINOTH Snow Groomers

- Efficient, efficient, 30%
- Outstanding customer service
- Digital solutions for increased efficiency
- Durable, reliable technology for sustainability



LEITWOLF eMOTION & HUSKY eMOTION

Concept future

In mid-December, PRINOTH presented two new concept vehicles to the world in the area of after native drive: LEITWOLF eMOTION and HUSKY eMOTION. With the LEITWOLF eMOTION, PRINOTH launched the world's first snow groomer with a hydrogen fuel cell and is thereby paving the future for sustainable slope management.

With the HUSKY eMOTION, the latest and lightest fully electric vehicle model also went into its active testing phase. PRINOTH is thereby setting an imposing innovative signal in two of the most promising drive energy segments, which perfectly coordinates zero-emission technologies with the challenging operations on difficult terrain.



Photo: Klaus Gassner, PRINOTH

Partner of choice

PRINOTH is and remains the partner of choice for major winter sports events. The year 2020 began with the European World Championships in Antisiel. PRINOTH supplied two snow groomers that were wrapped in the event design. PRINOTH is highly regarded worldwide for their class support of events. As the supplier to the Alpine Junior World Ski Championships, PRINOTH guaranteed flawless slope conditions in Nareik, Norway.

In March 2020, the partnership also intensified: the World Ski Championships in 2021. PRINOTH already provided support with the organization of the Snowboard World Cup in Cortina. PRINOTH was also strongly represented at the race in Austria at the end of the year, not only for snow grooming, but also as part of the partnership with the PRINOTH-OSV Food Truck, which was already tried and tested in 2019.

360-degree service

Comprehensive innovations were implemented in AFTER SALES during 2020. The PRINOTH Academy was completely redesigned and supplemented with an attractive e-learning platform. The advanced training program is the most comprehensive in the industry and includes courses for drivers and technicians in all PRINOTH divisions: Snow Groomers, Tracked Vehicles and Vegetation Management. Work took place at full speed on the spare parts shop, which is integrated into the existing system landscape and provides maximum

added value for customers. The digitization of the merchandise management system is also progressing at multiple locations. PRINOTH customers also benefit from the expanded license acquisition in 2020 for performing warranty work on MTU and CAT engines. PRINOTH service technicians can now perform these activities. PRINOTH AFTER SALES can therefore offer customers a modern one-stop service: practice-oriented advanced training, competent maintenance and short paths.



Tracked Vehicles

The year 2020 started with optimism running high for new pipeline projects and with PRINOTI's bold presence at CONEXPO, the biggest fair for the North American construction industry. However, crude pipeline demand for cranes quickly plummeted first due to oil price declines as well as to delays related to the uncertainty in the regulatory environment caused by challenges to the National Energy Permit 12 for the Clear Water Act and, of course, due to COVID-19 related delays. On the other hand, the rising appeal for new technologies, services and power capabilities confirmed the expectation for high demand of cranes, digger derricks and aerial platforms installed on PANTHER vehicles to support the modernization of the US power grid. Natural gas remains central to a lower-carbon future in this transition. PRINOTI crawler carriers are being used in

different applications to support projects aiming to put in place an extensive, resilient natural gas transmission and distribution network.

PRINOTI Tracked Vehicles

- General demand for PANTHER carriers
- High demand for aerial platforms
- High demand for cranes from the North American market
- Expansion of truck plant in Great Britain and Germany



PRINOTI'S DRADLEYS

First units sold in the UK

In the Spring of 2020, PRINOTI started working with a new distribution partner in the United Kingdom, the Dradleys Group, located in the Manchester-Wigan area. Through collaboration with Dradleys, PRINOTI was able to secure sales to National Tracked Dumpers Ltd, the largest rental house of crawler dumpers in the UK, and is quickly gaining traction. Other orders are confirmed and the Great Britain market promises to introduce new applications with the tracked dumpers in the near future.

PRINOTI & STREUMASTER

The PANTHER among the lime spreaders

Many new applications were developed during the year as it is at the core of the Tracked Vehicles business. PRINOTI announced last fall a joint project with German-based company Stremaster, part of the Wirtgen Group, to create a lime-spreader on rubber tracks with the highest productivity and the best off-road performance. The two manufacturers collaborated to develop a 13-m wide lime-spreader on rubber tracks with the PRINOTI 112 chassis as a basis, making it the largest on the market built on rubber tracks.



Vegetation Management

In 2020 PRINOTI Vegetation Management had a robust order book. In the USA, the M450s 1000 continued to pick up: High demand and extremely positive feedback meant that the requests could hardly be fulfilled. The introduction of two additional working widths of 1600 and 2200 mm for the hydraulic mulcher came just at the right time. The introduction of new products strengthened PRINOTI's position as a top supplier for vegetation management solutions. The mulching product range was supplemented with the M450H lightweight brush mulcher for remote-controlled tracked mowers, as well as a M450H version for small tractors and with the new T800 rotator, an innovation has been introduced into the product range in the area of rotation. The RAPTOR 500 with the M700 mulching attachment has established itself as an industry favorite, due to its optimal power/

weight ratio, reliability and low fuel consumption. It is similar with the RAPTOR 500 and M650 attachment – a combination that is very popular worldwide.

PRINOTI Vegetation Management

- High demand for all-terrain and positive feedback
- New product introduction
- Expansion of product range
- Also new products for the RAPTOR 500
- Also new products for the RAPTOR 500



PRINOTI

Safety advantage turbo coupling

For 20 years, PRINOTI has been working continuously on new versions of efficient mulchers. In the European environment, the M550 mulcher is a well-known, established machine for medium-heavy forestry applications. Now the best-seller is available with turbo coupling for even more safety when working with tractors in the 200-400 hp category. The main advantage of the turbo coupling is the overload protection, which reduces the risk of damage to the tractor during mulching to a minimum. The turbo coupling compensates load peaks that occur under tough working conditions, thereby protecting the entire drive system and making it easier to operate.

PRINOTI 300

Clearing snow with grip

In spring 2020, the RAPTOR 300 self-propelled mulching carrier opened up an application outside of the forest: The 275-hp RAPTOR 300 with a snow blower was used for the first time on the 48-km long alpine road. Where tractors with a snow blower reach their performance limits, the RAPTOR 300 with its rubber track and mounted compactor provides the necessary grip on the icy track and proves to be an exciting alternative for snow clearance. Another advantage in comparison to the tractor attachment – from the RAPTOR 300 cockpit you have a clear view of the snow blower and the path to be cleared. The PRINOTI SNOWFLOW software ensures targeted distribution of the snow masses, which prevents the destruction of path boundaries.



The future of snow



Also in 2020, the main focus for DEMAGLENKO was on the core business of technical snowmaking and in spite of the difficult market situation, several important prestige products were able to be implemented. Without a doubt, the highlight of the year was the market launch of the new Titan 4.0 fan gun, which immediately convinced customers worldwide. With the tried and tested EOS, which is particularly known for its unbeatable energy efficiency and is also available as a powerful double-head version, DEMAGLENKO has already stood out among the lance models for many years.

Digitization is advancing very quickly and thanks to the internally developed Snowvisual 4.0 visualization software, DEMAGLENKO is able to offer a fully developed tool for smooth-running control and monitoring of the snowmaking system. The software enables fully automated and consequently, a very resource-conserving and sustainable operation.

2020 was also entirely marked by diversification for DEMAGLENKO. The company has been able to overcome the challenges of the COVID-19 pandemic to sound out new business fields and applications for the products. Due to an efficient disinfection system for gondola lifts and an extinguishing system for fire-fighting, a foothold was gained in two new sectors at the same time.



PROJECTS 2020

Projects worldwide

IN DEMAND ON THE SLOPES

In spite of the uncertain economic situation, DEMAGLENKO was able to implement numerous international projects and therefore continues to stand its ground as one of the leading companies in the snowmaking sector. Particularly in Austria, many new installations were realized, such as in Mayrhofen, Gargellen, Silvretta Montafon, Hochalpe and Kitzbühel. DEMAGLENKO, as the "Official Supplier of the Hahnenkamm Race", also supplied the latter with a Titan 4.0 in a special white-red design that was installed on

the finishing slope of the world-famous "Streif". Additional large-scale projects were realized in Germany on the Schliersee, in Italy with Plose and Dantecroscop, in France with La Colinière and Courtes and in Switzerland with Saas Fee and St. Moritz. Our investments were also made outside of the core market in the Alps: for example, with project in Voss and Gålø in Norway, Powderhorn in the USA, Drivlek in Georgia and Polska Koleje i Nowe in Poland. DEMAGLENKO is also continuing its success course on the international stage.

TITAN 4.0 & EOS DUO

Innovation meets quality

When matured know-how meets hunger for progress and a pioneering spirit, maximum results are the logical outcome. With the Titan 4.0, launched in 2020, DEMAGLENKO combines user-friendliness with best-in-class performance and high-quality product design. The fan gun was immediately convincing and impressed customers internationally with the excellent snow quality, efficient energy consumption and record production output of 120 m³/h.

The EOS DUO, DEMAGLENKO's tried-and-tested lance model in an innovative double-head version, was also evolved very positively. With a spraying radius of 210°, the EOS DUO covers a large snowmaking area and is particularly suitable for targeted reinforcement of individual slope sections with appropriate wind conditions. It combines the unbeatable energy efficiency of the EOS basic model with a strong water flow of approximately 9 l/s, which significantly increases the snow production.



KNOW-HOW OPENS UP NEW MARKETS

In 2020, a new foundation stone was laid. Together with WLP, DEMAGLENKO founded the new company WLP Systems, and thereby sealed off a new differentiation strategy. Specializing in water vapor technology for combating dust and odors, as well as disinfection and fire fighting, the wide range of innovative products and services was thereby expanded. Similarly to snow guns, the technology is based on water atomization know-how. The products are used, for

example, on building sites, in production halls, in tunnel construction or on landfill sites and guarantee more efficient work processes and the health of the employees. The forward-looking synergy already proved itself at the beginning of the pandemic crisis. In the shortest time, an efficient disinfection system was developed that ensures fully-automated and gap-free disinfection of ropeway cabins.



Outlook 2021

The Covid-19 pandemic poses major challenges for the world, however, DEMAGLENKO looks to the future with optimism and confidence. A highlight of the year will be the Alpine World Ski Championships in Cortina d'Ampezzo, at which DEMAGLENKO, together with its sister companies, LEITNER and PIRNICH, will ensure optimal competitive conditions as the official technical supplier and thereby emphasize the competence and quality.

The main focus in 2021 is on innovation and digitization, in order to continuously be able to offer the customers new solutions and technologies of the latest generation. Another focus is on the internal optimization of processes and the already successful path that has been taken in diversifying the product range.

Full of future energy



The wind sector, and hence also LEITWIND, did not remain unaffected by the global crisis in 2020. Once again, remaining optimistic, patient and focused held true and continues to hold true. The LEITWIND team is advancing current projects in the best possible manner to avoid or contain possible delays. The challenges in the various sectors (transport, logistics, assembly etc.) were great and there was a permanent need to keep up-to-date, particularly as the legal situation in the respective countries of customers, partners and suppliers was constantly changing. With exemplary consistency, LEITWIND's main aim in 2020 was to realize the project on the island of Guadeloupe and keep any delays within limits. Furthermore, LEITWIND succeeded in concluding new supply and service contracts. Five turbines were installed and commissioned in Greece, providing the area with clean, locally-sourced wind energy.



Investments boosted

FRANCE – GUADELOUPE

POMA LEITWIND IN THE CARIBBEAN

LEITWIND developed in 2019 a wind turbine with rotor blades able to withstand extreme wind forces of up to 250 km/h. The new LS39-H "typhoon class" rotor blade ultimately celebrated its premiere on the French island of Guadeloupe. Warm and humid days, violent storms and a high salt content in the air characterize the near-shore location of the six turbines, enhancing dramatically the complexity of this unique project. Ultimately, thanks to the careful planning and high expertise especially for customized solutions, POMA LEITWIND was able to successfully commission the first set 1.1980 1.65 MW Class Typhoon LEITWIND plants.

GREECE

EXPANSION OF LOCAL WIND ENERGY

Since the beginning of 2021, five new LEITWIND wind turbines have supplied the "Land of the Gods" with green, locally generated wind energy. Two new LTW10 wind turbines (each 1.2 MW / 111 m) from the Gaidouktsi Wind Park, which is situated amidst an impressive landscape between the Corinthian Gulf and the Ithassos mountain chain. In addition, other three LTW60 1.5MW (94 m) were installed for the Ipsoma project.



INNOVATION DRIVER LTW42

As usual, LEITWIND also invested in research and development projects. In contrast to the big wind turbine manufacturers, LEITWIND is increasingly concentrating on its own niche market: customized projects, power-own and own consumption. Thus, to become a leader in the decentralized, small-scale wind energy business, LEITWIND increased its investment in the LTW42. With a rated output range of 200 kW to 250 kW, the LTW42 is the smallest wind turbine model from the LEITWIND portfolio. This turbine type offers an optimal solution for decentralized electricity generation and can feed it into low voltage and medium voltage grids. In addition to the direct generation of electricity for own consumption.

STRONG SERVICE BUSINESS

Service and maintenance, core competencies of LEITWIND, drive a steady and constant growth for the company, being a reliable source of revenues. In 2020, a total of 162 wind turbines were included in LEITWIND O&M arrangement, for a total capacity of 215 MW. The customers are distributed across two different continents and a total of 12 nations, which LEITWIND manages tirelessly thanks to its nine service centers across seven countries. The supervised wind parks are monitored 24/7 and the customer service is always available for ordinary and extraordinary maintenance operations. Indeed, the achieved technical availability (TA) of 98% for 2020, bear witness of the tremendous job LEITWIND's customer service is performing year over year.



Outlook 2021

Especially for the Italian market, LEITWIND senses an upturn for 2021. Due to the FEH ministerial decree, after years of constitutional uncertainty, stability is returning and the investments in the renewable energies sector are growing. LEITWIND can naturally profit from this and take advantage of this upward trend for itself. The market-leading product from the LEITWIND portfolio is still the LTW60 wind turbine with a rated output of 1.8 MW. Due to the large rotor diameter, this wind turbine guarantees excellent electricity generation, even in areas with low to medium wind speeds.

The new orders confirmed so far include wind turbines in the regions of Apulia and Basilicata. LEITWIND is already very familiar with these regions: So far, just over 100 LEITWIND wind turbines have been commissioned in Southern Italy, totaling around 160 MW for the generation of clean energy. With the signing of another contract, LEITWIND will also celebrate its debut on the Italian island of Sardinia in 2021, with a single LTW77 (658 kW) installation.

Digitally ahead

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skadi SKI RESORT MANAGEMENT


The Open Resort Management Platform Skadi

With the digital transformation, a new era of efficiency and sustainability is beginning for the operators of ski resorts.

The driving force of this development is the ITI Digital division with the Open Resort Management Platform Skadi that has been developed in-house. This combines the digital innovation of various areas of application and enables synergies in technology and development, which decisively advance the management of ski resorts.

With a single login, Skadi provides access to all operationally relevant information in real time.

SKADI TAKING THE WORLD BY STORM

Whoever wants to keep pace with the leaders needs excellent ski resort management. The patented Open Resort Management Platform Skadi by HTI Digital is a model for innovation and increasing efficiency. The platform was already able to convince the customers immediately when it was presented at the Interlaken trade fair in 2019. Its simple access, many functions and options, as well as the clearly laid out information management are advantages that hardly anyone will want to miss. Skadi is already in use in more than 200 ski resorts worldwide.



Efficient services with Skadi

DIGITAL ALL-ROUNDER

Skadi provides the ski resort operators with all of the operational live data for the ski resort at a glance – at any time, on the computer or mobile device. This means that day-to-day work is simplified significantly. In addition to the ongoing product improvement, many new applications were developed and successfully launched in 2020. The digital Task Manager offers a practical digital solution for the creation, distribution, and tracking of various tasks in the ski resort. When it is supplemented with time recording, simple and efficient task management can be achieved in the entire ski resort. A new, digital maintenance tool for the entire ski resort is the

Maintenance Overview application. Maintenance schedules of various manufacturers are automatically loaded and activities can be carried out in a clearly laid out and convenient manner. The map of the new Global Map function shows an overview of all systems, machines, and technical installations. The Meteor API enables accurate weather forecasts as an important decision-making basis for ski resort management. Innovative product solutions will also advance ski resort operators further with digitalization in 2021. More efficient, effective and sustainable management of ski resorts is a task that the Group of companies is very committed to.

Principle of responsibility



The Group of companies has also continued to remain faithful to its principles in 2020 and is still trying to maintain a healthy balance between ecological, economic and social aspects. Acting with foresight means acting responsibly. That is why the entire Group of companies is particularly dedicated to its employees, their health and always up-to-date training and advanced training.

A special commitment is also devoted to better inclusion, integration and participation of disadvantaged groups. The people are the sturdy foundation on which forward-looking products are developed and can be produced. The Group of companies also fulfills societal expectations with production technology, monitoring the supply chains and dealing with suppliers and clients.

Usefully committed

ENVIRONMENTAL PROTECTION PUT INTO PRACTICE

The positive impact of self-initiative in environmental protection is shown at the Völkitec headquarters in South Tyrol and at the location in Telfs, Austria. Since the introduction of personal glass bottles in 2019, 60,000 plastic bottles are saved there every year. Meanwhile, PRINOTI in Canada specifically collects wooden pallets and packaging boxes to convert them into biomass in local factories. It is also ensured that the remaining packaging material is recyclable. Another example of how the environment is taken into consideration is the internal company magazine, Together Global, which is printed on FSC-certified paper. Shipping takes place in biodegradable films. The PRINOTI spare parts warehouse at the Telfs location in Austria shows how it can also be done completely without paper. A state-of-the-art scanner and barcode technology has been introduced here: the wellbeing of the environment also counts for POMMA in France. The company awarded and certified for its sustainable management of the company's outdoor spaces. With prudent water management and the protection of biodiversity, POMMA makes an important contribution to a stable ecosystem.

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Spare parts warehouse in Telfs, Austria



SHINING EXAMPLE

Climate protection is at the forefront of people's awareness – and naturally also on the agenda of the Group of companies. That is why every opportunity is used to reduce environmentally harmful emissions. The savings potential is enormous with the lighting. Since the changeover to LED lighting during the course of 2016, the energy consumption has been reduced by 654,000 kWh. In addition to high energy efficiency and durability, LED lights offer another advantage: even, glare-free and flicker-free light with an optimal color temperature.

654.000 kWh
energy saving



WIND 1.0 MW

GREEN FUTURE

The avoidance of emissions is the most effective method of environmental protection. An enormous contribution is made to this with the urban projects all over the world. The realized installations for passenger transport meet the highest requirements when it comes to sustainability and provide considerable relief for city traffic. In addition to the reduction of climate-damaging CO₂ emissions in the production facilities, the optimization of energy generation itself is a future topic that concerns the Group of companies. Moved by the wind, the installed wind turbines supplied 798,000,000 kWh of green generated energy in 2020.

798.000.000 kWh
green energy

New perspectives

UNLOCKING AND PROMOTING POTENTIAL

Particularly in times of uncertainty it is important to have a way forward in mind. Particularly young people, who are now starting their vocational training under difficult conditions or are still in the orientation phase, need motivation and support from the businesses. While vocational training positions were cancelled in many cases, the Group of companies was able to prove its endurance. Interns received insights into a state-of-the-art working environment and vocational trainees continue to complete sound theoretical and practical training over several years.

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Vocational
trainees



The Group of companies



The year 2020 was shaped

Another example of the above is the following:

[illegible]



Type	Project	Country	Year	Cost (\$)	Length (m)	Length (ft)	No of Stations		PPWT
GT00	Wolfgang-Peter-Hofen - 1st Phase	AUSTRIA	2015	3000	1945	6381	3		
GT02	Mauricio de Vazquez	FRANCE	2019	2800	1945	6381	2		
GT03	Uzun Karay	MONGOLIA	2013	3000	2325	7626	3		
GT04	Masculine 1 Linea Verde	MEXICO	2012	2000	1975	6478	4		
GT05	Masculine 2 Linea Verde	MEXICO	2012	1400	1988	6509	4		
GT06	San Carlos de la Rionda	FRANCE	2011	3000	2400	7874	5		
GT07	Cadiz Linea 1	MEXICO	2011	3000	2500	8203	5		
GT08	Cadiz Linea 2	MEXICO	2011	3000	2500	8203	5		
GT09	Cadiz Linea 3	MEXICO	2011	3000	2500	8203	5		
GT10	Masculine 3 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT11	Masculine 4 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT12	Masculine 5 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT13	Masculine 6 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT14	Masculine 7 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT15	Masculine 8 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT16	Masculine 9 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT17	Masculine 10 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT18	Masculine 11 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT19	Masculine 12 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT20	Masculine 13 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT21	Masculine 14 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT22	Masculine 15 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT23	Masculine 16 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT24	Masculine 17 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT25	Masculine 18 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT26	Masculine 19 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT27	Masculine 20 Linea Verde	MEXICO	2011	4000	2600	8530	6		
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GT37	Masculine 30 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT38	Masculine 31 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT39	Masculine 32 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT40	Masculine 33 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT41	Masculine 34 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT42	Masculine 35 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT43	Masculine 36 Linea Verde	MEXICO	2011	4000	2600	8530	6		
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GT45	Masculine 38 Linea Verde	MEXICO	2011	4000	2600	8530	6		
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GT48	Masculine 41 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT49	Masculine 42 Linea Verde	MEXICO	2011	4000	2600	8530	6		
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GT92	Masculine 85 Linea Verde	MEXICO	2011	4000	2600	8530	6		
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GT100	Masculine 93 Linea Verde	MEXICO	2011	4000	2600	8530	6		
GT101	Masculine 94 Linea Verde	MEXICO	2011	4000	2600	8530	6		
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GT146	Masculine 139 Linea Verde	MEXICO	2011	4000	2600	8530	6		
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GT148	Masculine 141 Linea Verde	MEXICO	2011	400					

COMMENT #: 13305
DATE: 9/3/21 5:04 PM
SOURCE: Email
NAME: Allen Sanderson

COMMENT:

DEIS Comments

Little Cottonwood Canyon Draft Environmental Impact Statement Comments

Purpose and Need. The Purpose and Need is too narrow in scope and is contradictory, thus prevents a reasonable range of alternatives to be fully analyzed.

The purpose states "*UDOT intends to improve the transportation-related commuter, recreation, and tourism experiences for all users of S.R. 210 through transportation improvements that improve roadway safety, reliability, and mobility on S.R. 210.*"

The need states: "*The transportation needs in the study area are related primarily to traffic during peak periods, avalanche risk and avalanche mitigation in Little Cottonwood Canyon ...*"

The purpose is to improve mobility for all users but the need focuses on one specific user group. These statements are contradictory. And as such, the need unnecessarily limits the scope of alternatives by focusing on peak periods.

Further the need focuses on congestion due to one specific user group, which occurs approximately 50 days a year during peak periods at the expense of other user groups who access the canyon 365 days of the year.

Because of the narrow scope of the need the DEIS proposes two narrowly focused alternatives rather than a full range of alternatives, including less impactful alternatives.

The purpose and need is too narrow in scope in that the transportation needs extend beyond Wasatch Blvd and S.R. 210. S.R. 190 (Big Cottonwood Canyon) faces similar transportation needs, especially during peak periods. Further, the traffic on S.R. 190 and S.R. 210 are intricately tied together, especially during times of inclement weather. It is often the case that one canyon may be restricted while another is not. As such, purpose and need is too narrow in scope in solely considering S.R. 210.

The peak period transportation needs are overestimated. The peak period transportation needs use generic forecasted conditions for 2050 based on overall traffic growth rather than specific winter time peak period growth which is directly tied to the carrying capacity at the ski resorts. Current conditions, parking capacity and skier capacity are anecdotally being over and near capacity respectively. As such, if properly analyzed peak period forecasted conditions for 2050 are likely to be more similar to 2020 conditions especially as parking is at capacity. As such, transportation needs for the future peak periods are overestimated. The DEIS makes no attempt to conduct the needed analysis and arbitrarily and capriciously abdicates the carrying capacity analysis to the Forest Service while incorrectly using overall traffic growth projections.

The DEIS rejects less impactful alternatives for arbitrary and capricious reasons. For the proposed preferred alternatives DEIS states there is a need is to move ~3300 people per hour in 2050. Based on a peak period of 2300 people per hour with 1.2% growth over 30 years, equates to ~3300 people per hour in 2050. As noted in the preceding paragraph this number is an overestimate. However, DEIS rejects the Enhanced Bus Only Peak Period (no road widening) alternative because they state 75 buses per hour would be required which would not meet the acceptable 5-minute headway (Table 2.2-4). However, 75 busses accounts for approximately 3000 people per hour (75 x 40 person buses) and is 90% of the need. Such a requirement is nonsensical.

In the purpose and need UDOT states: *The ability of vehicles to move freely is typically compromised when traffic exceeds about 900 to 1,000 vehicles per hour, depending on road conditions. Little Cottonwood Canyon experiences over 30 days per year during which traffic volumes exceed roadway capacity (all during the typical 90-to-100-day peak winter season).*

If current conditions are analyzed using ~1150 private vehicles per hour as shown in Figure 1.4-8 which is considered to be representative of the current peak hour traffic flow and ~950 private vehicles per hour being acceptable, a reduction of ~200 private vehicles per hour is required. Removing 200 private vehicles per hour with two people per vehicle requires ten - 40 person buses per hour which would equate to a six-minute headway at a single station. UDOT deems a five-minute headway being acceptable (Table 2.2-4).

If as proposed in the preferred alternative to 24 buses per hour (12 buses at two stations thus five-minute headway) a reduction of 480 private vehicles per hour would be realized. Putting the peak at 670 private vehicles per hour. Well below the need of ~950 private vehicles per hour without any road widening. Further even using the over stated growth of 1.2% and projecting the peak out to 2050 would be ~960 private vehicles per hour. Again within UDOT's standards without road widening.

24 - 40 person buses, along with 960 private 2 person vehicles per hour would result in ~2900 persons per hour in 2050 above the current ~2300 persons per hour in 2020 or an annual growth rate of ~0.75% which given the current limits on parking and skier capacity is not unreasonable.

The above analysis demonstrates that less impactful alternatives need to be fully considered using realizable carrying capacity data that is specifically extrapolated to peak period vehicle traffic.

The DEIS fails to fully analyze how high occupancy vehicle lanes and tolls would affect the current and future needs. For instance, the impact of Wasatch Drive being expanded to four lanes with a lane in each direction being an HOV lane coupled with timed merging to manage traffic.

The DEIS fails to fully consider the cumulative impacts. The transportation needs extend beyond Wasatch Blvd and S.R. 210. S.R. 190 (Big Cottonwood Canyon) faces similar transportation needs, especially during peak periods. Further, the traffic on S.R. 190 and S.R. 210 are intricately tied together, especially during times of inclement weather. It is often the case that one canyon may be restricted while another is not. As such, the alternatives considered must include the cumulative impacts to S.R. 190.

Enhanced Bus Peak Period Shoulder Lane (PPSL) Alternative

The DEIS analysis of this alternative fails to consider the cumulative impacts of the road widening. The road widening will remove roadside parking throughout the canyon while reducing parking at established parking areas such as the newly opened Grit Mill and the privately-owned Gate Butte parking lot. Other road side parking used to access south side areas of the canyon (Great White Icicle and Bridge Trailhead) will be eliminated with no alternative

parking except at the base of the canyon and higher up in the canyon. These cumulative impacts will impact and displace users and has not been analyzed.

The road widening will substantially change the recreational experience in the lower portion of the canyon with the removal recreational climbing (bouldering) opportunities and via further encroachment of the roadway. These cumulative impacts will impact and displace users and has not been analyzed.

Gondola Alternative

This alternative does not meet the purpose and fails to consider the cumulative impacts of all recreational users. The purpose is *to improve the transportation-related commuter, recreation, and tourism experiences for all users of S.R. 210 through transportation improvements that improve roadway safety, reliability, and mobility on S.R. 210.*

The gondola by its very nature serves one select user group, resort visitors at the expense of all other users. It does not meet any current or forecasted needs along the full extent of S.R. 210, only at the terminus for approximately 50 winter days a year during the winter season. There are current and future needs outside of these 50 winter days that must be addressed, for example parking at White Pine trailhead which is used year-round.

The DEIS fails to analyze the cumulative impacts of the gondola to the recreation experience of users in the lower portion of the canyon. The addition of access roads, supporting structures, and continuous noise from the gondola cars and cables traversing towers will impact the experience of users. As proposed, supporting structures will be directly in front of and above prominent climbing areas creating both a visual and noise impact where none currently exists. These cumulative impacts will impact and displace users and has not been analyzed.

Overall the DEIS is too limited in scope and fails to adequately analyze a full range of alternatives, including less impactful alternatives that can be incrementally implemented. The two preferred alternatives place a priority of one user group over all others while failing to consider the cumulative impacts.

At a minimum, the DEIS must include a less impactful alternative that fully analyzes a bus only alternative with no road widening along S.R. 210. For instance, Wasatch Blvd could be expanded to four lanes where on the weekends a lane in each direction is a high occupancy vehicles lane (four persons per vehicle) so to allow buses and other high occupancy vehicles to move rapidly from/to a freeway / transit hub. The other lane could be a timed entrance on to S.R. 210, not unlike a peak period interstate on ramp. That, coupled with tolls could be enough to reduce peak hour congestion while allowing for year-round expanded needs, such as snow sheds, improved shoulders, parking that benefit all users. Such an alternative could be incrementally implemented while being combined with similar needs for S.R. 190 which is intricately tied together with S.R. 210.

Allen Sanderson

[REDACTED]

[REDACTED]

COMMENT #: 13306
DATE: 9/3/21 6:34 PM
SOURCE: Email
NAME: Lisa Sun

COMMENT:

Attached please find my family's comments on the EIS.

Best,

Lisa Grow Sun

**COMMENTS OF KARL, LISA, ALEX, EMMA & SIERRA SUN ON THE UDOT
LITTLE COTTONWOOD CANYON EIS**

Little Cottonwood Canyon does not exist to make money for ski resorts or so that the most affluent recreators (accessing ski resorts) can have unfettered access to it during a handful of fresh powder days. It is a precious natural environment that should be safeguarded and preserved for its own sake and for the benefit of all, including future generations. Accordingly, no transportation hub should be created or maintained at the inverted V intersection at the mouth of Little Cottonwood Canyon.

We need flexible, “no regrets” strategies for managing canyon traffic.

The significant traffic problems at the mouth of Little Cottonwood canyon need to be addressed, but we should do so in a scalable, flexible, and reversible way that does the least harm to the sensitive canyon environment. While the traffic problems are significant, they occur on only a few days a year, so we shouldn't adopt a solution that is permanent and year-round, especially when the benefits are really only felt on a handful of days and primarily by skiers and the ski resorts. A gondola that serves the two ski resorts will do little, if anything, for summer recreation or for any kind of winter recreation that occurs outside resort limits. An additional lane is really only useful on those few very busy ski days. Additionally, road widening will cause significant environmental damage in the canyon and to the watershed. It will also hurt access to smaller trailheads and climbing spots and will funnel people into larger parking lots by the most popular trailheads. Those trailheads will suffer from that overuse.

We should focus on enhanced bus service combined with significant tolls for private cars (without multiple passengers). This solution will allow us to manage the traffic problem without doing additional damage to the canyon. There is no reason to jump to a destructive, infrastructure-heavy solution without trying solutions that don't require significant building in the canyon, with the monetary and environmental costs that building would necessarily entail. We should adopt a “no regrets” strategy where we test different patterns of bus service and tolls for private vehicles before moving to any solution that requires additional built infrastructure.

Adopting a “no regrets,” first-do-no-harm solution is particularly important given that climate change may make ski resorts and skiing less and less viable over time. While we certainly hope that climate change doesn't have a significant effect on snowfall in Utah, there is good reason to think that it will. Building permanent infrastructure that damages the canyon and that is primarily designed to manage ski resort traffic is short-sighted given the risks that climate change poses to the viability of the ski industry over the next several decades and beyond. Losing the greatest snow on earth would be a terrible tragedy--and one that we shouldn't compound by additional damage to our canyons through unnecessary built infrastructure. We should choose a solution that helps solve our current problems without committing us to damaging infrastructure that may not be necessary in the future.

Additionally, the point of this process is not to allow the ski resorts to get as many people into the canyon every day as they deem possible and preferable. Ski resort capacity is necessarily constrained, not just by space on the hills at the resort itself, but also by how many people can reasonably be moved up a narrow canyon on any given day. We shouldn't allow the resorts to insist that they be able to maximize the number of people on their hills when that will entail significant environmental damage. Moreover, whatever solution is chosen, should be funded—at least in large part—by the ski resorts that will benefit the most from increased capacity to move skiers up the canyon.

Detailed studies about the carrying capacity of the canyon--both for winter and summer recreation--should be conducted before we adopt solutions that increase the number of people who can be transported through the canyon. We shouldn't increase transportation capacity without considering how much use the canyon can sustainably support.

A “no regrets” approach is particularly appropriate because there is little evidence that the gondola will actually solve the current problems. No systems analysis has been connected to demonstrate that the gondola will actually significantly reduce canyon traffic. There are important bottlenecks in the system that haven't been addressed. Transit time (parking off-site, taking the bus to the gondola, accessing the gondola) is going to be long, even without these bottlenecks, so many people may continue to drive. If bottlenecks increase this transit time, people will be even less likely to use the gondola.

Moreover, if a gondola is built, the base station should not be right at the entrance to the canyon. Over time, there will be significant pressure to build large parking lots at that base station, even if the current plan is to funnel people through mobility hubs off-site. The current gondola proposal will already introduce significant visual and other blight at the mouth of the canyon and will inevitably create massive pressure to build more infrastructure there and to further damage the beauty and ecosystem of the canyon.

Additionally, any solution that focuses traffic to the mouth of Little Cottonwood Canyon will continue to significantly degrade air quality for residents in the Triangle and other nearby neighborhoods. When traffic is held up at various locations at or near the mouth of the Canyon, thousands of cars and buses idle on all three sides of the Triangle. This produces a cloud of exhaust containing CO, NOX, SOX, and PM 2.5. This noxious cloud is very potent and can be smelled by all nearby residents. There is little question that the air being breathed on these mornings is very unhealthy for the residents, the skiers, and the first responders and exceeds federal clean air standards. An analysis of the proposed alternatives must consider the impact on local air quality. Bad local air quality (pockets of unhealthy air near plants, refineries, rail yards, freeways, congested urban centers, etc.) is the next frontier for air quality science and regulation to protect public health and needs to be modeled and fully taken into account in evaluating the proposed alternatives.

The gondola alternative creates significant equity and environmental justice issues.

The gondola is designed to do nothing other than move people to the ski resorts, resorts that are too expensive for many Utahns to use and access. Building the gondola, particularly with taxpayer dollars, creates significant equity issues and issues of environmental justice/access. We should focus canyon transportation on alternatives, like busing, that allow people to access all kinds of recreational opportunities at many different points in the Canyon.

The mouth of the Little Cottonwood Canyon is one of the most visited recreational and historic sites in all of Utah and is used every day by large numbers of hikers, mountain bikers, and other recreation enthusiasts. These uses would be negatively impacted by gondola towers and parking. Building the gondola would thus privilege the interests of wealthier skiers (and resort owners) over residents who engage in lower-cost, less-intensive (less environmentally-damaging) recreational opportunities like hiking and bouldering that are open to all. Additionally, this land has historic significance and land donors donated this land to the with the belief it would not be tampered with or destroyed.

Building infrastructure like a gondola or additional lane that damages the canyon today also creates significant issues of intergenerational equity. We need to preserve the canyon for future generations, rather than maximizing ski resort profits today.

In sum, all of the UDOT alternatives and their variations would just pack more people up the Canyons to benefit the ski resorts. Where is the NO-BUILD ALTERNATIVE that keeps Canyon visitation at the current level by charging a significant variable toll at the mouths of the Canyons and ramps up bus service as personal car use declines? The ski resorts could subsidize the bus transit alternative for their customers.

Any infrastructure-heavy solution like the gondola will cost billions in construction, maintenance, and operation—indeed, it is likely to cost as much as UTA’s entire system of commuter rail, light rail, streetcar, and bus rapid transit. Spending billions on a gondola (or other Canyon transit alternatives like a train) must be balanced against using this money to expand and upgrade UTA’s current transit system. Improving the current system would benefit the two million Wasatch Front residents who live in the valleys and not primarily the ski resorts and their customers.

COMMENT #: 13307
DATE: 9/3/21 10:30 PM
SOURCE: Email
NAME: Douglas Vogeler

COMMENT:

This scaled representation of the proposed towers for the gondola need to be made available for public comment. These are downplayed in the slick Gondola presentations dominating the press. These towers which are over 200 ft tall will also require red blinking beacons on top and will make our pristine canyon look like a permanent airport landing strip at the least! This in no way protects this delicate resource and doesn't significantly solve traffic problems anyway. I do support the other option of expanded bus service with road expansion as needed. Douglas Vogeler [REDACTED], Sandy [REDACTED]



COMMENT #: 13308
DATE: 8/18/21 12:00 PM
SOURCE: Mailed
NAME: Derek Miller

COMMENT:



August 16, 2021

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121

As a native Utahn, I've enjoyed the enviable quality of life this state has to offer. In my career, I've touted that quality of life to businesses and visitors as a reason to come here to work and play. A key element to that quality is the access to our magnificent mountains, particularly the Cottonwood Canyons. But as Utah grows, we are facing challenges that must be addressed now and with thoughtful planning.

The transportation issues of Little Cottonwood Canyon are at a tipping point and we need a reliable system that can stand the test of time. The Salt Lake Chamber has long been a champion for Utah's multimodal transportation system, which is represented in both the preferred alternatives presented in the Draft EIS. However, I believe one of those alternatives better addresses those challenges, and that is the gondola.

The gondola is the only option that would complete the task of moving large amounts of people while also protecting the water supply and air quality. Air quality is a paramount concern and must be a top priority in this decision. Electric ski buses that can traverse the steep canyon do not exist and it is unlikely this niche market will spur their development soon. We have to look to an immediately available carbon-neutral system, which the gondola provides.

The canyons are an economic asset to Utah, and we must have a safe and reliable way of getting employees, visitors, and goods to their destinations at the top. The gondola takes road conditions out of the transportation equation, which is a game-changer for this unique location. Even if it has stopped snowing, the very real threat of avalanches and the time it takes to clear debris from the road are minutes that count in terms of impacts to the environment, the economy, and safety.

This came into clear focus for me personally as my wife and I headed up Little Cottonwood Canyon earlier this year to ski. As we crawled up the canyon, traffic soon came to a halt and we sat there in our idling car waiting for traffic to move. Minutes ticked by as crews worked to clear the road from avalanche debris. After four hours stuck with no way to move forward or turn around, my wife complained that in this same amount of time we could have driven to St. George 300 miles away. Instead, we sat still on a dangerous road spewing emissions into the air just a few miles away from home.

201 South Main Street | Suite 2300 | Salt Lake City, Utah 84111 | Phone 801.364.3631 | Fax 801.328.5098
www.slchamber.com



Little Cottonwood Canyon EIS
Page 2
August 16, 2021

We can no longer wait. We've brainstormed and studied and talked for years. The time is now to make a decision and take action. Please move forward with the gondola with La Caille Base Station as UDOT's preferred alternative for Little Cottonwood Canyon.

Sincerely,

Derek Miller
President & CEO, Salt Lake Chamber

201 South Main Street | Suite 2300 | Salt Lake City, Utah 84111 | Phone 801.364.3631 | Fax 801.328.5098
www.slchamber.com

COMMENT #: 13309
DATE: 9/1/21 10:54 AM
SOURCE: Email
NAME: Brian Tonetti

COMMENT:

To Whom it May Concern,

Please see the attached for a letter outlining the Seven Canyons Trust's comments to the Little Cottonwood EIS. Please let me know if you have any questions.

I appreciate your consideration of our letter.

Thank you!

--

Brian Tonetti
Executive Director

Uncovering & Restoring Our Urban Creeks



INFO@SEVENCANYONSTRUST.ORG
505-703-0502
122 J STREET
SLC, UT 84109

August 24, 2021

Utah Department of Transportation
4501 S 2700 W
Salt Lake City, UT 84114

RE: **Little Cottonwood Draft Environmental Impact Statement Comments**

To Whom It May Concern:

The Seven Canyons Trust is a nonprofit working to uncover and restore the buried and impaired creeks in the Salt Lake Valley.

We support a solution that first and foremost protects the quality of Little Cottonwood Creek, which flows downstream into our communities. Secondly, we support solutions that provide access for all, bridge our east-west divides, and represent action now. Before spending half a billion in public dollars on either of the two preferred alternatives (money that could be used to enhance transit across the Valley), effort should be made to address traffic congestion through existing resources and infrastructure.

We must understand the carrying capacity of Little Cottonwood Canyon—the maximum number of people the canyon can handle before resource degradation. A formal study should be done to inform our long-term decision and its impact.

We support an expanded, year-round electric bus system that services dispersed recreation throughout the year, bridging our east-west communities in the Salt Lake Valley, and providing canyon access for all residents. This should be coupled with tolling, carpool requirements, and other traffic mitigation strategies.

We do not believe a gondola or road widening is the answer at this point. We should exhaust other less expensive options before pursuing permanent changes to our watershed and landscape.

We stand with Save Our Canyons, Wasatch Backcountry Alliance, Salt Lake Climbers Alliance, and many others who share similar perspectives on the Environmental Impact Statement.



IT STARTS WITH WATER • WWW.SEVENCANYONSTRUST.ORG

@SEVENCANYONSTRUST

Uncovering & Restoring Our Urban Creeks



INFO@SEVENCANYONSTRUST.ORG
505-703-0502
122 J STREET
SLC, UT 84109

I appreciate your consideration of our letter!

Sincerely,

B. FT.

BRIAN TONETTI
Executive Director



IT STARTS WITH WATER • WWW.SEVENCANYONSTRUST.ORG



COMMENT #: 13310
DATE: 9/1/21 4:09 PM
SOURCE: Email
NAME: Chris McCandless

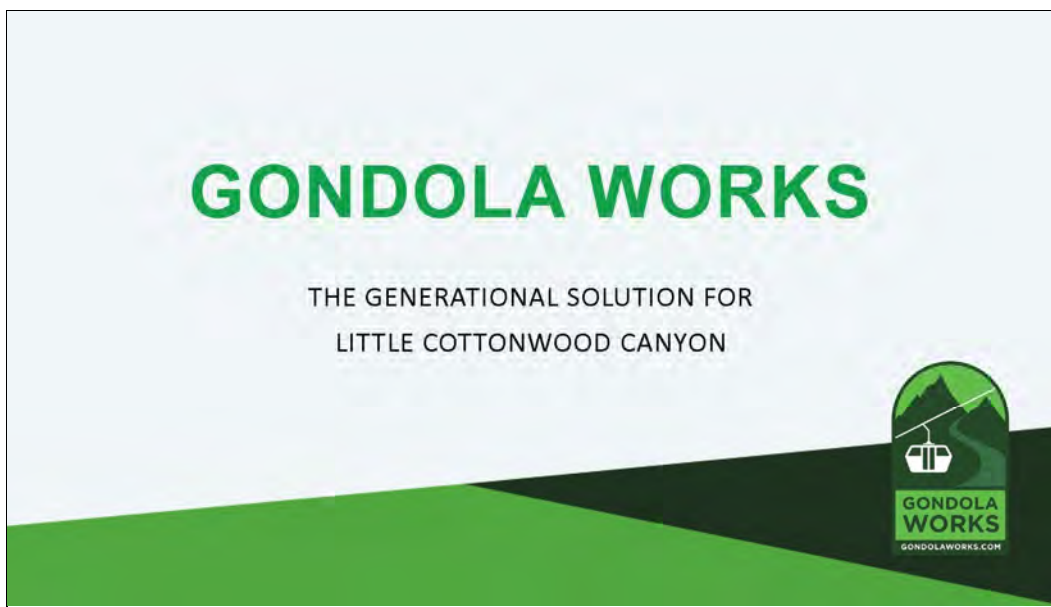
COMMENT:

Josh,

As mentioned in our last conversation, attached is the presentation being used by the Gondola Works coalition. We would like this presentation to be part of the public comments considered in the DEIS evaluation.

As you will note, some of the conclusions in the presentation exceeds the UDOT purpose and need statement but, we felt that if the choice was on the fence line between choosing the bus or gondola, perhaps the added incentives could sway the decision to the gondola side of the aisle.

Have a great day - the third is near!
Chris McCandless, President
CW MANAGEMENT CORPORATION

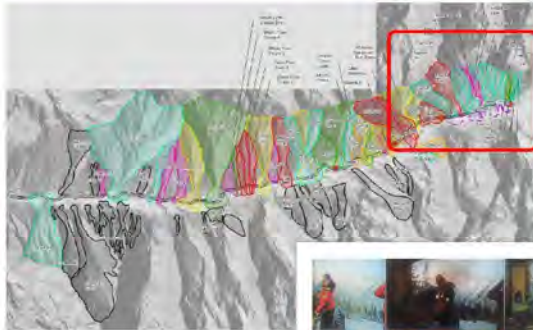


THE PROBLEM



- Little Cottonwood Canyon welcomes over 2 million visitors year-round
- 7,000 vehicles (annual average) travel Little Cottonwood Canyon per day.
- These vehicles produce 70 tons of carbon per day.
- Utah's population is set to double by 2050
- More in canyon cars/buses equals higher fire hazards

THE PROBLEM



Picture left: AV control team shooting LCC north side from south side at Snowbird

- SR 210 is the most avalanche prone highway in North America
- 57% of the 9 miles of SR 210 is threatened by 64 avalanche paths
- 2800 residents and employees live and work every day in the canyon plus millions of visitors – closing the canyon is not an option.
- Army to eliminate the use of howitzers for avalanche control by as early as 2026. Wilderness AV areas will be very difficult to control creating more-extended road closures and canyon closures and delays.

THE UDOT PROCESS



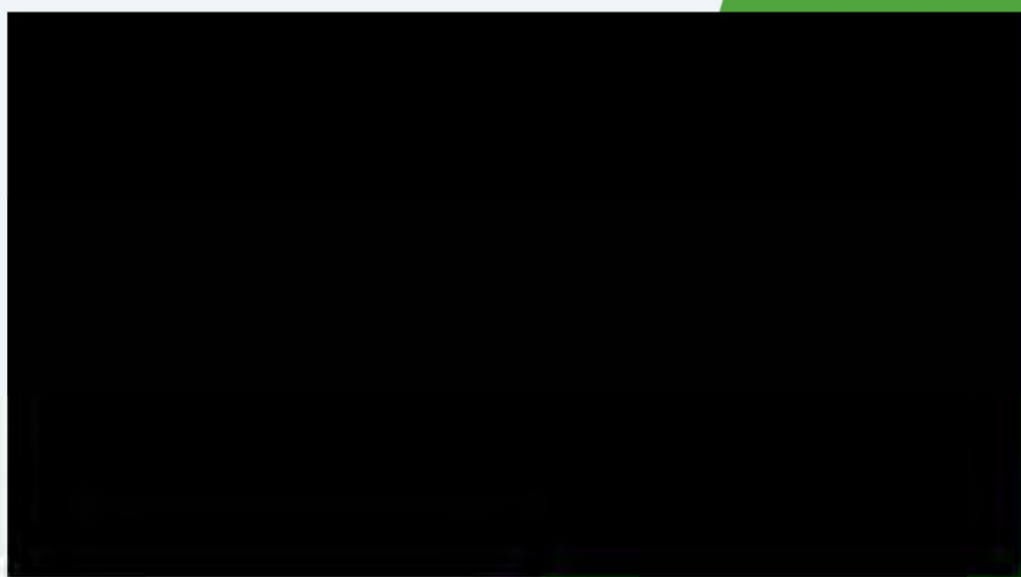
Little Cottonwood
Canyon ENVIRONMENTAL
IMPACT STATEMENT
S.R. 210 | Wasatch Blvd. to Alta

UDOT has identified two preferred alternatives as part of its Environmental Impact Statement:

1. Road widening & enhanced bus service
2. Gondola from La Caille Base station

Public comment period is open:

June 25, 2021 – September 3, 2021



THE COMPARISON



Snow Sheds

3,100 feet of cement tunnels covering the road that address only 7 of 64 avalanche paths



➤ Required with road-based option



➤ Not needed, could reallocate \$86M from the cost

THE COMPARISON



Emergency Egress

Gondola is the **ONLY OPTION** that provides secondary route in/out of canyon in case of emergency and bad weather



➤ Over a 3-day period in February 2021, 2,000+ people were trapped in LCC with no emergency egress.

➤ 6 days between food deliveries



THE COMPARISON



System Reliability & Capacity



- Capacity max 1,050 people/hour
- Can't run when road is closed
- Snow conditions will slow or stop service
- Bus arrives every 5 minutes (alternating resort destination)



- Seats 24 people per cabin +8 standing
- Capacity flexible scale to 3,600 pph
- 3S gondola cabins arrive every 30 seconds
- Runs in high wind (60 mph sustained) & snow

THE COMPARISON



Cost

Tolling would be implemented for both options. Fares for users have not yet been determined.



- \$510 million
- \$11 million operation & maintenance (winter only)
- UTA operation
- Fares subsidized by all Utah residents



- \$506 million (without snow sheds)
- \$7.6 million operation & maintenance (winter only) and **\$6 million with resort subsidy**
- Public/private partnerships available, including resort contributions

THE COMPARISON

Gondola = Carbon dioxide reduced 56%



Air Quality



- Steep terrain requires diesel buses, electric doesn't have enough power or battery life
- Produce 5x more CO2 than gondola over 30-year period



- Carbon-neutral, electric system
- Gondola cars generate electricity for in-cabin functions
- Most environmentally friendly option

THE COMPARISON



Environment & Watershed Protection



- Doubles road width entire length of canyon
- 42+ acres of canyon land destroyed
- 5 trails or boulders impacted
- Requires hillside stabilization and retaining walls
- Several years of construction impact



- No impact to watershed, habitat, wildlife
- 22 acres of canyon land impacted
- 1 trail or boulder impacted
- Requires 22 towers, with minimal impact
- Watershed protection on hundreds of acres

LCC ROW EXPANSION



Picture to left: Four lane highway in Provo Canyon



Expanded Road Rendering:

- Rendering is the mile seven area.
- Significant retaining walls and over-excavation
- Reduction of width to the pedestrian and bike lanes (cars will use the bus lanes to pass making bike travel hazardous)



Picture to right: Existing ROW

THE COMPARISON



Peds, Cars & Buses



➤ 2 regional mobility hubs:

- Granite Pit (1,500 parking stalls)
- 9400 S Highland Dr (1,000 parking stalls)

➤ La Caille base station includes:

- Passenger drop off
- Bus right-off lanes
- Pedestrian tunnel
- Below road grade parking structure
- Up to 1,800 parking stalls
- Lockers & amenities

THE COMPARISON



Travel Time

Both options would drop passengers at Snowbird and Alta resorts.



- From regional hubs:
 - 36 minutes
- 2 regional mobility hubs:
 - Granite Pit
 - 9400 S Highland Dr
- Extra walking time needed to ski lifts



- From La Caille base station:
 - Snowbird = 30.5 minutes
 - Alta = 36.5 minutes
 - Immediate mountainside access – no walking

THE COMPARISON

Intersection	Level of Service					
	Existing (2025)		Future (2025)		Future (2050)	
	BG	Mt BG	BG	Mt BG	BG	PP
1. Wasatch Boulevard / S.R. 210	F	C	C	C	C	C
2. La Caille Access / Wasatch Boulevard	b	a	b	b	C	C
3. S.R. 209 / S.R. 210	f	e	e	C	B	D
4. La Caille Lane (Project Access) / S.R. 210	b	b	b	b	A	C
5. P1 Out / S.R. 210	-	-	-	-	A	A
6. P1 In / S.R. 210	-	-	-	-	A	A
7. P2 / S.R. 210	-	-	-	-	A	A
8. P6 / La Caille Lane	-	-	-	-	A	A
9. P5 / La Caille Lane	-	-	-	-	A	A

F = Freeway (C/D) - does represent the worst intersection average for the project. Signalized and all-way stop-controlled (AWSC) intersections (openness later) and the worst for the project. (Source: Hales Engineering, September 2020)

Reduced Traffic Impact



- Added bus service from regional mobility hubs
- Eliminates car/truck passing lanes in canyon
- Marginalizes bike lanes



- Up to 1,400 vehicles per hour decrease
- Traffic study shows La Caille Base Station provides A-C level of service for all intersections through 2050
- Access to base station thru trails, mobility hubs, light rail and airport

*Traffic study by Hales Engineering

THE DETAILS



Private Support

- Public/private partnership opportunities
- Any option will be a state project just like other UDOT transportation projects
- Gondola is the only option that could have several revenue streams
- Snowbird and Alta will be a large contributor, paying for season pass holders and employees just as they do now for UTA bus service
- Operating costs confined to canyon users vs. Bus to all County taxpayers
- **If gondola goes forward, Mt. Superior and adjacent land will be placed in a permanent conservation easement**

JOIN US

gondolaworks.com



COMMENT #: 13311
DATE: 9/2/21 12:00 PM
SOURCE: Mailed
NAME: Dennis Astill

COMMENT:



7738 S. Union Park Avenue
Suite 130
Midvale, Utah 84047

September 2, 2021

via email & US mail

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121
littlecottonwoodeis@utah.gov

RE: **Public Comment to Little Cottonwood Canyon EIS**

Dear Persons,

I am writing this letter, to provide comments for and on behalf of Walker Development, LLC, the owner of property where the designated "preferred mobility hub" is contemplated near Wasatch Boulevard and Fort Union Boulevard (the mouth of Big Cottonwood Canyon). The following constitute comments from Walker Development and the owners thereof:

1. The mobility hub near the intersection of Big Cottonwood Canyon and Fort Union Boulevard is a flawed concept, severely impacts and needlessly damages the premier parcel of land on the northeast corner of that intersection, and further stresses winter ski traffic and local traffic to and around Big Cottonwood Canyon and its ski resorts.

A. Flawed Concept. The supposed intent in diverting Little Cottonwood ski traffic to the northeast corner of that intersection is based on ski traffic counts for those desiring access to Little Cottonwood Canyon. It ignores both ski accessing Big Cottonwood Canyon and local traffic, which will continue to result in traffic from the north backing up to the nearest exit from the I-215 freeway. Today it backs up because there is a four-lane intersection with vehicles attempting to access both canyons from I-215 and from Fort Union Boulevard, as well as Wasatch Boulevard coming from the south. The proposal only addresses one minor subset of the traffic, *i.e.*, those continuing to Little Cottonwood Canyon. The impact is minuscule.

Further, the method of removing that minor subset of automobile ski traffic will still result in delays and backing up to I-215. The vehicles must enter a deceleration lane, then make a left turn under Wasatch Boulevard to access the proposed hub on the east side. They then proceed to a surface street which accesses the proposed parking area.

We fail to see how this removes traffic without backing traffic up, in fact, a prominent engineer who had studied the area extensively commented on this and was ignored. Alternative recommendations were made by the affected landowner and the local City Engineer and others to create a similar or larger structure on the west side of Wasatch Boulevard, which we believe would avoid much of the immediate traffic jams because of the immediate access to a parking structure without traveling through an intersection and along surface streets. We will provide engineering drawings with this comment to demonstrate this more direct approach.

B. Severe Land Impact and Damages. The proposed land impacted by the mobility hub is one of the premier locations in the Salt Lake Valley, slated for multiuse commercial, retail and high density housing as shown on the city master plans. The opposite side (west of the proposed site) would impact virtually no one, would be much more economical and slightly for the residents and visitors. Damage to the land surrounding the proposed mobility hub would be severe. Further, drawing in more traffic, not less to the intersection and property ignores the reality of the anticipated property development itself. If UDOT is looking for a solution extending into the future, it is ignoring the short and long-term impacts that this property will have and ignoring impacts on Big Cottonwood Canyon.

In fact, it is irresponsible on its face to ignore the traffic challenges at Big Cottonwood Canyon for the benefit of Little Cottonwood Canyon. To be blunt, it seems that a biased and one-sided view and one wonders why only one Canyon's problems are being addressed.

C. Cost Impact to UDOT. Our own preliminary plans for the preferred alternative show that property development will add thousands of visits per day to Wasatch Boulevard and that property values will be in the neighborhood of \$1,000,000 or more per acre. The property is over 300 acres. The anticipated taking of approximately 23+ acres is not the end of the costs. It will take from the value of the entire parcel and development. While some may look at this as "just money", this is not the best alternative for taxpayers. For example, using similar design configurations, a county golf course at the 6200 S. off-ramp would cost less, impact no prime development land, and remove the traffic before it even reaches Wasatch Boulevard. This would benefit both canyons and cost UDOT and Utah taxpayers far less.

2. During public meetings, designers and planners came prepared to advocate for their position and refused to listen to any of the affected parties. It seems obvious that they saw a gravel pit (which is quickly winding down and is open for development) and decided they could do anything they want to that land. They openly and misguidedly thought somehow this would enhance the land. They obviously have no experience in the development world and they could not be more wrong.

In summary, this project does not mitigate traffic concerns or provide long term solutions. It ignores the current massive problem at the entrance to Big Cottonwood Canyon and the impacts to land. It appears to have been sited solely to improving traffic flow to Little Cottonwood Canyon. As indicated, it will cost more for the State of Utah, solve few of the impending problems, and will not be a long-term viable solution for traffic flow.

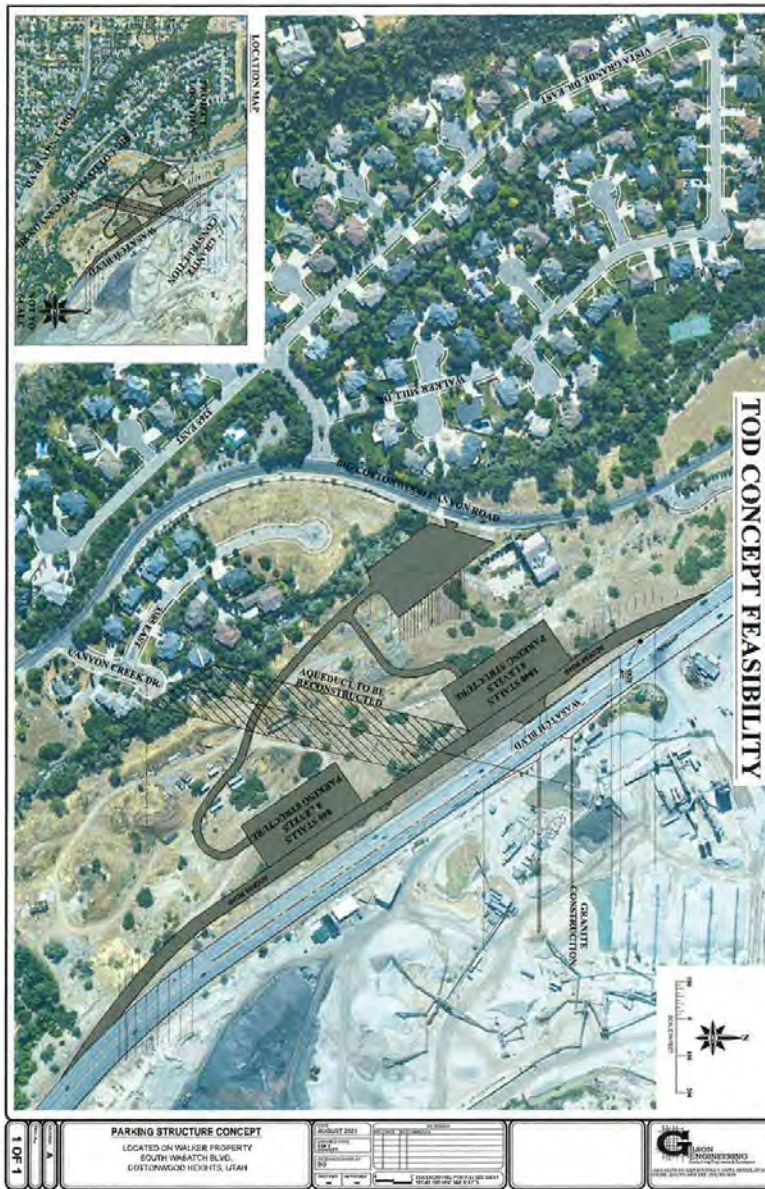
September 2, 2021
Page 3

Sincerely



Dennis M. Astill

DMA/ss
cc: Douglas M. Shelby



COMMENT #: 13312
DATE: 9/2/21 12:22 PM
SOURCE: Email
NAME: Ross Chambless

COMMENT:

Dear UDOT Personnel and Consultant Team,

Please accept this letter on behalf of these members of the Utah House Democratic Caucus addressing their concerns with both of the current transportation proposals for Little Cottonwood Canyon.

Thank you,
Ross Chambless



House of Representatives *State of Utah*

UTAH STATE CAPITOL • PO BOX 145030
350 N STATE STREET, SUITE 350
SALT LAKE CITY, UTAH 84114-5030 • (801) 538-1029

To: UDOT LCC EIS Consultant Team

September 2, 2021

Dear UDOT Personnel and Consultant Team,

We appreciate your time-intensive and thoughtful approach to resolving the critical issue of managing the vehicle over-crowding of Little Cottonwood Canyon. The canyon is a treasured destination for our Wasatch Front constituents and millions of out-of-state visitors alike through all seasons of the year. Sadly, we all recognize we are "loving our canyon to death." We need to provide the public with a sustainable, cost-effective, inclusive, and reliable transportation solution that also enhances the experience of canyon visitors.

The stated purpose of the EIS, "to provide an integrated transportation system that improves the reliability, mobility and safety for all users," does not account for the fact that the canyon is a place for environmental preservation and solitude, as well as recreation of all kinds. If this project becomes about moving more people in and out of the canyon at faster rates, then we are not "preserving the values of the Wasatch Mountains."

Both of the currently "preferred alternatives" are problematic. Both would result in significant environmental impacts that endanger our watershed and fail to address the year-round needs and access for all recreational interests, including those of underserved populations.

We do not support the proposed gondola option as it is costly and caters mostly to the ski resorts at the top of the canyon and ignores the many and varying year-round recreational interests throughout the canyon that also must be addressed. Furthermore, the "Enhanced Bus Service in Peak-Period Shoulder Lane (PPSL)" alternative as proposed would inflict an unacceptable level of costly environmental impacts by expanding the road and adding snow sheds in some places.

We believe a third option exists: one that is less expensive; less environmentally impactful; more inclusive; and could be more quickly implemented. We support a modified Enhanced Bus Alternative that takes a phased approach. This alternative would involve the following:

- NOT widening the existing road to add a shoulder lane, except at certain points needed for making stop areas more efficient.
- NOT constructing snow shed overhangs which will be costly and unnecessary as roads can be managed with normal snowplow clearance.
- Implement tolling and, at certain times, restrictions on single-occupancy vehicles, along with bus-only access at designated times to reduce vehicle traffic.
- Busses should use the cleanest, most efficient technology possible to minimize emissions, and provide year-round service and enhance access to all areas of the canyon as a reliable alternative to private vehicles.
- Enforce parking violations and provide better information systems for canyon users.

This approach would allow us to proceed relatively quickly with an incremental plan that increases access and convenience for all recreational interests year-round in a manner that is fair, sustainable, and which preserves some of the solitude and environmental integrity of the place. It would also minimize costly and potentially destructive environmental impacts to the canyon and prioritizes the preservation of our critical watershed – the source of our public drinking water – which is in the best long-term interests of our state.

We appreciate your consideration of this modified alternative,

Signed, Members of the Utah House Democratic Caucus

State Representative Gay Lynn Bennion
State Representative Joel Briscoe
State Representative Clare Collard
State Representative Jennifer Dailey-Provost
State Representative Suzanne Harrison
State Representative Sandra Hollins
State Representative Carol Spackman Moss
State Representative Doug Owens
State Representative Stephanie Pitcher
State Representative Angela Romero
State Representative Elizabeth Weight

COMMENT #: 13313
DATE: 9/2/21 2:05 PM
SOURCE: Email
NAME: Dave Fields

COMMENT:

Josh and Vince,
Please find Snowbird's feedback on the LCC DEIS.
Thank you for all of your hard work on this project.
Dave

August 2, 2021



Little Cottonwood Canyon EIS
C/Q HDR
2825 E. Cottonwood Parkway, Ste. 200
Cottonwood Heights, UT
84121

Dear Little Cottonwood Canyon EIS Team,

Please accept the following comments regarding the Utah Department of Transportation Little Cottonwood Canyon EIS. Snowbird's owners, management, and employees appreciate the significant time and resources UDOT has put into this process and look forward to a transportation solution in Little Cottonwood Canyon that is safer, more efficient, and reliable.

After decades of transportation study and analysis in Little Cottonwood Canyon, Snowbird supports the gondola with La Caille base station option. Snowbird's founders worked with architects and engineers in the late 60's and early 70's on a canyon aerial transportation system because it was obvious that a steep, two-lane highway with 64 avalanche paths was not suitable, safe or reliable for vehicles.

Tolling

For many years, Snowbird has voiced its support for tolling as a part of a Little Cottonwood Canyon transportation solution, but, as I have frequently stated, I do not believe tolling is an independent solution. We see tolling as one piece of a larger transportation solution as it motivates canyon visitors to get out of their vehicles and into a SR 210 mass transit solution.

Snowbird does not support tolling prior to the implementation of a viable mass transit system. Tolling below Snowbird Entry 1 is simply a "skier tax." Other canyons, such as Millcreek, toll all visitors beginning at the mouth. Hence, tolling at the base of Little Cottonwood Canyon would be a fee for skiers and disburssed recreationalists throughout the canyon. When tolling is implemented, it should address recreation in Little and Big Cottonwood canyons alike.

Roadside parking

Both UDOT and the US Forest Service have identified a common goal to eliminate roadside parking. At Snowbird, the roadside parking accounts for a significant amount of our parking for summer and winter activities. Any actions taken to reduce roadside parking cannot precede the implementation of an effective canyon transit system without causing significant harm to Snowbird's viability and reducing access to public lands for canyon visitors.

Avalanche mitigation

U.S. military artillery has been the backbone of avalanche control in Little Cottonwood Canyon. However, its future is uncertain as the supply of munitions and liability threaten artillery programs around the country. Many of the avalanche starting zones in Little Cottonwood Canyon are in wilderness

SNOWBIRD RESORT LLC
9385 South Snowbird Center Drive
Snowbird, Utah 84092-9000
(801) 933-2222
snowbird.com



areas, which precludes the installation of remote avalanche control devices (RACs). Without a change in federal legislation allowing for the installation of RACs in wilderness, a suspension or cessation of artillery-based avalanche control would create a hazardous situation in Little Cottonwood Canyon. Other forms of avalanche control like helicopter bombing is highly weather dependent. Ski patrol avalanche control routes with hand charges are not feasible due to ridgeline terrain and mid-slope starting zones. For example, if the artillery program is no longer in use and UDOT has selected an expanded road and bus option, this transportation option will not provide an emergency ingress/egress during storms. Little Cottonwood Canyon could remain closed for days at a time until the weather allows for helicopter bombing. A gondola can operate in most weather conditions including when the road is not available due to an unacceptable avalanche hazard index.

Emergency egress

Over the past 50 years of operation in the canyon, we have seen annual snowfall decline significantly, yet weather events are becoming more volatile. In the past two winters, we experienced extended road closures due to avalanche slides – one of two days and another of three days. Heavy rainfall also caused a debris slide covering the road for multiple days and, when finally open, continued to restrict movement in and out of the canyon for days. We are experiencing changes in the canyon climate that can threaten the health and safety of canyon residents and guests. During the last three-day road closure, we had multiple medical events including one that required snowcat evacuation only accomplished after a six-hour delay due to extreme avalanche conditions. A gondola would provide emergency egress in extreme weather situations at all hours of the day and night. Expanded bus service does not improve our ability to address emergency services.

Avalanche hazard index

The avalanche hazard index includes many factors such as the number of people exposed to a potential slide. Adding two lanes to SR 210 and filling that lane with buses only compounds the avalanche hazard index. A gondola reduces vehicular traffic, thus reducing the avalanche hazard index with enhanced canyon access.

Scalability

The purpose and need defined for the UDOT LCC EIS is narrow. Yet, the Wasatch Front population is forecasted to double by 2050. This growth will multiply today's traffic, parking and access challenges. A significant capital investment by UDOT will address growth, and if done well, can evolve over time. The ability to expand bus is not efficient. The Utah Transit Authority has stated that bus headway is limited to every 5 minutes. A busy winter weekend day in the canyon will have 7,000 vehicles per day traveling up and down Little Cottonwood Canyon. If one day our goal is to take half of the vehicles off the highway, UTA would need to purchase 126 buses (up and down) with an occupancy of 50 people per bus. These 126 buses would be traveling 10.5 hours up and 10.5 hours down given the 5-minute headway limitation.

SNOWBIRD RESORT LLC
8385 South Snowbird Center Drive
Snowbird, Utah 84092-9000
(801) 933-2222
snowbird.com



Conversely, a gondola increases capacity by simply adding cabins. Skiers arrive in the morning and depart in the afternoon; no more buses, no more congestion, no more pollution. Gondola provides a sensible solution for visitors' arrival and departure pattern.

Land Preservation

Snowbird and its stakeholders are committed to a generational solution; one that addresses the unique conditions of Little Cottonwood Canyon. With a gondola implementation, Snowbird will place approximately 1,100 acres of its private land originally designated for the Mtn. Accord and Central Wasatch Commission land exchange in a conservation easement. Providing perennial protection to these lands, which include Mt. Superior, is a win for the community, backcountry skiers, hikers, and all who appreciate the majesty of this iconic peak.

Base Station

Snowbird has purchased approximately 5 acres in preparation for the location of the La Caille gondola base station. Snowbird is holding this land to be made available upon the conclusion of the UDOT LCC EIS process. Either through sale or donation, Snowbird is committed to providing a thoughtful, long-term canyon transportation solution. If the gondola is not selected for transportation, Snowbird will pursue other uses of the land.

Dispersed recreation

The majority of dispersed recreation in the upper half of Little Cottonwood Canyon occurs in three primary areas – White Pine, Grizzly Gulch and Albion Basin. Grizzly Gulch and Albion Basin will be easily accessible from the proposed location of the Alta gondola station. Snowbird can provide summer and winter access from the Snowbird gondola station to the White Pine Trailhead. A transit solution to bring winter backcountry users back to the station at Snowbird will need to be determined. Snowbird is committed to exploring a transportation solution for White Pine trailhead users.

I am mindful of the many hours you have invested into providing a process that is thorough, transparent and inclusive. I commend you for how you have navigated a very difficult, yet important task and process.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Fields".

Dave Fields
President/GM
Snowbird

SNOWBIRD RESORT LLC
9385 South Snowbird Center Drive
Snowbird, Utah 84082-9000
(801) 933-2222
snowbird.com

COMMENT #: 13314
DATE: 9/2/21 8:22 PM
SOURCE: Email
NAME: Chris McCandless

COMMENT:

Josh,

The end is near!

As I was writing my last thoughts to send you guys, I was wondering if we ever sent you the Hales Engineering Traffic Impact Study as it relates to the LaCaille Base Station. With all the assumptions by folks that I am certain are making traffic related statements, we want the TIS we prepared to be part of the public comment to counter some of the inaccurate non-science based statements. To that end, please accept the LaCaille Base Station Traffic Impact Study and include it as a comment/information that should be used in considering the two alternatives as stated in the DEIS.

Thanks again for all you and the team have done.

Chris McCandless, President
CW MANAGEMENT CORPORATION

La Caille Station

Traffic Study



Sandy, Utah

September 18, 2020

UT20-1706



EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed La Caille development located in Sandy, Utah. The La Caille project is located along S.R. 210, to the south of Granite Bench Lane.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2020), future (2025), and future (2050) conditions with and without the proposed project and to recommend mitigation measures as needed. The morning peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2.

Table ES-1: Morning Peak Hour Level of Service Results

Intersection	Level of Service						
	Existing (2020)		Future (2025)		Future (2050)		
	BG	Mit BG	BG	Mit BG	PP	BG	PP
1 Wasatch Boulevard / S.R. 210	F	C	C	C	C	C	C
2 La Caille Access / Wasatch Boulevard	b	a	b	b	c	c	c
3 S.R. 209 / S.R. 210	f	e	e	C	B	D	C
4 La Caille Lane (Project Access) / S.R. 210	b	b	b	b	A	c	A
5 P1 Out / S.R. 210	-	-	-	-	a	-	a
6 P1 In / S.R. 210	-	-	-	-	a	-	a
7 P2 / S.R. 210	-	-	-	-	a	-	a
8 P6 / La Caille Lane	-	-	-	-	a	-	a
9 P5 / La Caille Lane	-	-	-	-	a	-	a

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and highway-rail-controlled (HWC) intersections (upper case letter) and for vehicle movement on all other (unsignalized) intersections (lower case letter).

2. BG = Background (without project traffic), PP = Plus Project (with project traffic).

Source: Hales Engineering, September 2020

Table ES-2: Recommended Storage Lengths

Intersection	Recommended Storage Lengths (feet)															
	Northbound				Southbound				Eastbound				Westbound			
	LT		RT		LT		RT		LT		RT		LT		RT	
	E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1 Wasatch Boulevard / S.R. 210	-	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2 La Caille Lane / S.R. 210	-	150	-	-	-	-	-	-	-	-	-	-	-	150	-	-
3 S.R. 209 / S.R. 210	-	-	-	200	-	-	-	-	-	-	-	-	-	-	-	-
4 P2 In / S.R. 210	-	-	-	-	-	-	-	-	-	-	-	100	-	-	-	-

1. Storage lengths are based on 95th percentile queue lengths and do not include required deceleration / buffer distances.

2. E = Existing storage length (approximate), if applicable. P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable.

Source: Hales Engineering, September 2020

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS
Project Conditions

- The development will consist of a gondola, a hotel, residential single-family units, and a restaurant.
- The project is anticipated to generate approximately 3,902 weekend daily trips, including 504 trips in the morning peak hour, and 605 trips in the evening peak hour in 2025
- The project is anticipated to generate approximately 4,463 weekend daily trips, including 646 trips in the morning peak hour, and 743 trips in the evening peak hour in 2050

2020	Background	
Assumptions	<ul style="list-style-type: none"> • 30th busiest peak hour volume assumed per Little Cottonwood Environmental Impact Statement (EIS) 	
Findings	<ul style="list-style-type: none"> • Poor LOS at Wasatch Blvd / S.R. 210 and S.R. 209 / S.R. 210 	
Mitigations	<ul style="list-style-type: none"> • Wasatch Boulevard: Widen to accommodate second southbound thru lane at the Wasatch Boulevard / S.R. 210 intersection per the imbalanced lane alternative in the EIS and carry lane several hundred feet before merging • S.R. 209 / S.R. 210: Add separate northbound right-turn pocket with 200 feet of storage 	
2025	Background	Plus Project
Assumptions	<ul style="list-style-type: none"> • 1.2% growth rate per EIS 	<ul style="list-style-type: none"> • Trips to gondola removed from S.R. 209 / S.R. 210 intersection and rerouted accordingly • 5-minute bus headway
Findings	<ul style="list-style-type: none"> • Poor LOS at S.R. 209 / S.R. 210 	<ul style="list-style-type: none"> • Acceptable LOS
Mitigations	<ul style="list-style-type: none"> • S.R. 209 / S.R. 210: Signalize 	<ul style="list-style-type: none"> • None
2050	Background	Plus Project
Assumptions	<ul style="list-style-type: none"> • Wasatch Boulevard: Widen to 5 lanes per WFRC RTP through study area • Wasatch Boulevard / S.R. 210: Convert to conventional intersection and install dual left-turn lanes on the eastbound approach and a left-turn lane on the northbound approach 	<ul style="list-style-type: none"> • None
Findings	<ul style="list-style-type: none"> • Acceptable LOS 	<ul style="list-style-type: none"> • Acceptable LOS
Mitigations	<ul style="list-style-type: none"> • See EIS 	<ul style="list-style-type: none"> • None

Gondola Advantages

- Increased consistency and reliability of travel time
- The ability to operate during avalanche clearing/control
- Increased safety
- Reduced delay during periods of S.R. 210 closure
- Less expensive than preferred bus alternative in capital and O&M costs
- Ultimate ridership capacity of 5,000 people per hour per direction

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed La Caille development located in Sandy, Utah. The proposed project is located along S.R. 210, to the south of Granite Bench Lane. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2020), future (2025), and future (2050) conditions with and without the proposed project and to recommend mitigation measures as needed.



Figure 1: Vicinity map showing the project location in Sandy, Utah

B. Scope

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- Wasatch Boulevard / S.R. 210
- La Caille Access / Wasatch Boulevard

- S.R. 209 / S.R. 210
- Project Access / S.R. 210

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.

The *Highway Capacity Manual* (HCM), 6th Edition, 2016 methodology was used in this study to remain consistent with "state-of-the-practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix B. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with "state-of-the-practice" traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

LOS		Description of Traffic Conditions	Average Delay (seconds/vehicle)	
			Signalized Intersections	Unsignalized Intersections
A		Free Flow / Insignificant Delay	≤ 10	≤ 10
B		Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C		Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D		Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E		Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F		Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 6th Edition, 2016 Methodology (Transportation Research Board)

II. EXISTING (2020) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

S.R. 210 – is a state-maintained roadway (classified by UDOT access management standards as a “System Priority – Urban Importance” facility, or access category 3 roadway). S.R. 210 has one travel lane in each direction with left-turn lanes at intersections. As identified and controlled by UDOT, a “System Priority – Urban Importance” access classification identifies minimum signalized intersection spacing of one-half mile (2,640 feet) and other streets and driveways are typically not allowed. The posted speed limit on S.R. 210 is 50 mph.

Wasatch Boulevard – is a city-maintained roadway which is classified by the Sandy City Master Transportation Plan (July 2009) as a “major collector.” The roadway has one travel lane in each direction separated by a center two-way left-turn lane (TWLTL) north of the existing La Caille access. To the south of the access, there are two southbound lanes and one northbound lane without a TWLTL. The posted speed limit is 35 mph in the study area.

As of this writing, a project is under construction at the mouth of Little Cottonwood Canyon on the east side of the S.R. 209 / S.R. 210 intersection. The acceleration lane for the northbound approach is being extended to allow for more merging time. This project was assumed to be completed for the existing (2020) background scenario.

C. Traffic Volumes

Weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- Wasatch Boulevard / S.R. 210
- La Caille Access / Wasatch Boulevard
- S.R. 209 / S.R. 210
- Project Access / S.R. 210

The counts were performed on Thursday, April 15, 2020. The morning peak hour was determined to be between 8:00 and 9:00 a.m., and the evening peak hour was determined to be between 4:45 and 5:45 p.m. While the evening peak hour volumes were higher than the morning peak hour

volumes, the morning peak hour volumes were used for the purposes of this analysis as queueing is known to be worse during peak ski season in winter months.

Hales Engineering made seasonal adjustments to the observed traffic volumes. According to the Little Cottonwood Environmental Impact Statement, UDOT uses the 30th busiest hour for its design, in which 1,061 vehicles were counted going into Little Cottonwood Canyon on S.R. 210 in the eastbound direction in 2017. The 30th highest hour was on a weekend from 10:00 to 11:00 a.m., which was studied in the analyses. For the existing (2020) background analysis, these volumes were increased at the established annual growth rate of 1.2% to 1,100 eastbound vehicles during the morning peak hour. The counted volumes were increased by 345% accordingly on the eastbound left and thru movements and the northbound right movement at the S.R. 209 / S.R. 210 intersection. Southbound thru movements were also increased to match at the Wasatch Boulevard / S.R. 210 intersection.

The remaining movements were also adjusted according to monthly traffic volume data obtained from a nearby UDOT automatic traffic recorder (ATR) on S.R. 210 (ATR #317). In 2017, traffic volumes on an August weekday were equal to approximately 61% of February weekend traffic volumes. The remaining observed traffic volumes were adjusted accordingly to determine turning movement counts at the study intersections.

Figure 2 shows the existing morning peak hour volumes as well as intersection geometry at the study intersections.

D. Level of Service Analysis

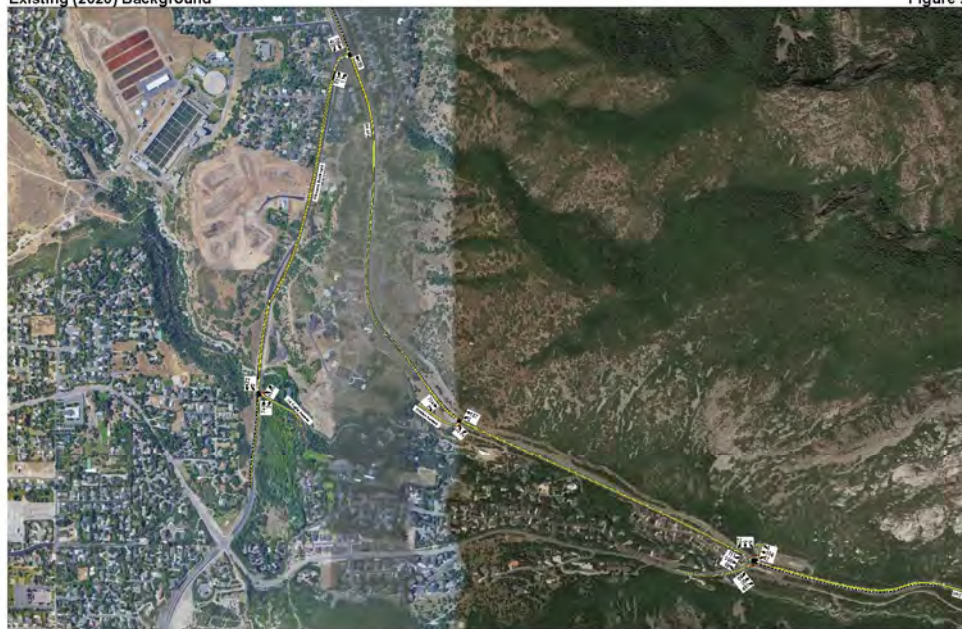
Hales Engineering determined that the Wasatch Boulevard / S.R. 210 and S.R. 209 / S.R. 210 intersections are currently operating at poor levels of service during the morning peak hour, as shown in Table 2.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Some significant queueing was observed during the morning peak hour at the Wasatch Boulevard / S.R. 210 intersection (0.4 miles, southbound approach and 0.3 miles, eastbound approach) and at the S.R. 209 / S.R. 210 intersection (0.3 miles, northeast-bound approach).

Sandy La Caille TS
Existing (2020) Background

Morning Peak Hour
Figure 2



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Table 2: Existing (2020) Background Morning Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
Wasatch Boulevard / S.R. 210	Signal	-	>80	F
La Caille Access / Wasatch Boulevard	WB Stop	WBL	11.0	b
S.R. 209 / S.R. 210	NE/SW Stop	NEL	>50	f
Project Access / S.R. 210	WB Stop	WBL	14.4	b

¹ Movements indicated for unsignalized intersections; where delay and LOS represent worst movement. SBL= Southbound left turn/right, etc.

² Uppermost LOS applies for signalized, roundabout, and T-intersection. Lowermost LOS applies for all other intersection types.

Source: Hales Engineering, September 2020

F. Mitigation Measures

It is recommended that Wasatch Boulevard be widened to accommodate a second southbound thru lane according to the Imbalanced-Lane alternative in the Little Cottonwood Environmental Impact Statement. It is recommended that the second thru lane be carried through the Wasatch Boulevard / S.R. 210 intersection several hundred feet before it merges. It is anticipated that it would extend all the way to the P2 entrance as a trap right-turn lane in plus project conditions.

While the S.R. 209 / S.R. 210 intersection does not warrant a signal, mitigations can be made to improve its operation. It is recommended that that a right-turn pocket be installed with 200 feet of storage. It is anticipated that this will reduce the northeast-bound 95th percentile queue length to 200 feet. With the proposed improvements, the Wasatch Boulevard / S.R. 210 intersection is anticipated to operate at LOS C, as shown in Table 3.

Table 3: Mitigated Existing (2020) Background Morning Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
Wasatch Boulevard / S.R. 210	Signal	-	22.4	C
La Caille Access / Wasatch Boulevard	WB Stop	WBL	8.8	a
S.R. 209 / S.R. 210	NE/SW Stop	NEL	49.5	e
Project Access / S.R. 210	WB Stop	NEL	11.4	b

¹ Movement indicated for unsignalized intersection where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
² Upper peak LOS used for signalized, roundabout, and PWSI intersections. Lower peak LOS used for existing unsignalized intersections.
 Source: Hales Engineering, September 2020

III. FUTURE (2025) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2025) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Wasatch Front Regional Council (WFRC) Regional Transportation Plan, there are no projects planned before 2025 in the study area. Therefore, no changes were made to the roadway network for the future (2025) analysis.

C. Traffic Volumes

Hales Engineering utilized the 1.2% annual growth rate established in the Little Cottonwood Environmental Impact Statement to project the future turn volumes at the study intersections. Future (2025) morning peak hour turning movement volumes are shown in Figure 3.

D. Level of Service Analysis

Hales Engineering determined that the S.R. 209 / S.R. 210 intersection is anticipated to operate at a poor LOS during the morning peak hour in future (2025) background conditions, as shown in Table 4. These results serve as a baseline condition for the impact analysis of the proposed development for future (2025) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Some significant queuing is anticipated during the morning peak hour at the Wasatch Boulevard / S.R. 210 intersection, with queue lengths of 330 feet on the southbound approach and 750 feet on the eastbound approach.

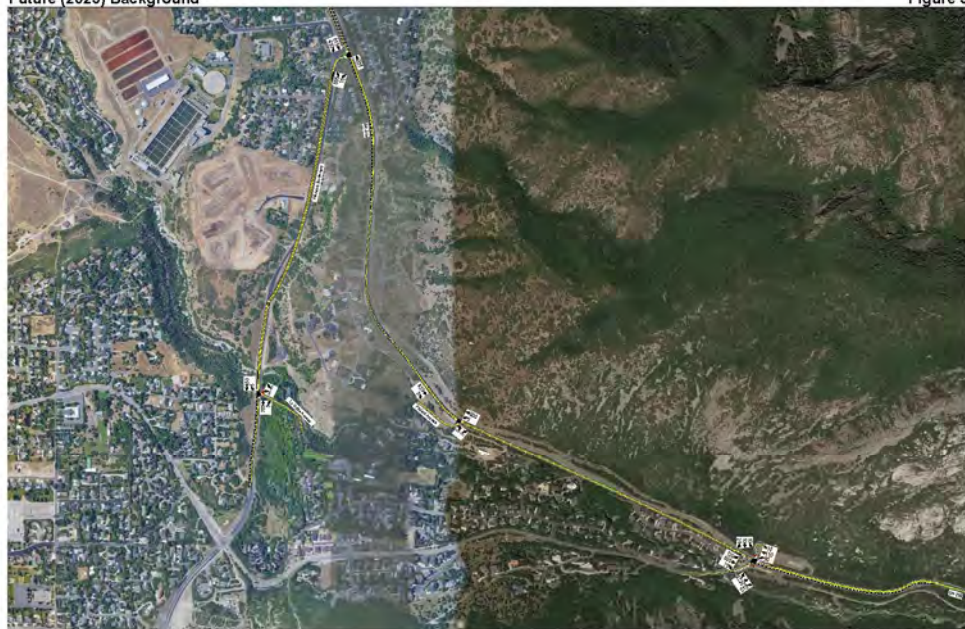
F. Mitigation Measures

According to the Utah MUTCD, the anticipated future (2025) background volumes at the S.R. 209 / S.R. 210 intersection warrant a signal. It is therefore recommended that the intersection be signalized with permissive/protected left-turn phasing on the westbound approach.

With the proposed improvement, all intersections are anticipated to operate at an acceptable LOS, as shown in Table 5.

Sandy La Caille TS
Future (2025) Background

Morning Peak Hour
Figure 3



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Table 4: Future (2025) Background Morning Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
Wasatch Boulevard / S.R. 210	Signal	-	28.7	C
La Caille Access / Wasatch Boulevard	WB Stop	WBL	13.6	b
S.R. 209 / S.R. 210	NE/SW Stop	NEL	44.0	e
Project Access / S.R. 210	WB Stop	NEL	13.4	b

¹ Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

² Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, September 2020

Table 5: Mitigated Future (2025) Background Morning Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
Wasatch Boulevard / S.R. 210	Signal	-	27.5	C
La Caille Access / Wasatch Boulevard	WB Stop	WBL	13.2	b
S.R. 209 / S.R. 210	Signal	-	23.2	C
Project Access / S.R. 210	WB Stop	NEL	11.2	b

¹ Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

² Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, September 2020

IV. PROJECT CONDITIONS

A. Purpose

The project conditions discussion explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in Chapter I.

B. Project Description

The proposed La Caille project is located along S.R. 210, to the south of Granite Bench Lane. The development will consist of a gondola, residential single-family units, a hotel, and a restaurant. A concept plan for the proposed development is provided in Appendix C. The proposed land use for the development has been identified in Table 6.

Table 6: Project Land Uses

Land Use	Intensity
Single-family detached housing	50 Units
Hotel	75 Rooms
Restaurant	15,000 sq. ft.
Gondola	1,888 Parking Stalls

C. Trip Generation

Trip generation for the site was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 10th Edition, 2017. Trip generation for the proposed project site, not including the gondola, is included in Table 7.

Gondola trip generation was based on numbers displayed in the EIS and verified by data collection and calculated rates from other gondolas. UDOT projects a 2050 hourly ridership of 1,050 people per hour and 341 vehicles during the morning peak hour that would go up the canyon. It was assumed that 34 vehicles would exit the gondola site based on data from other gondolas, which accounts for ride hailing services, taxis, and any exiting employees.

Additionally, because the parking lot at the mouth of the canyon would be removed if the La Caille station were to be implemented, the trips into the parking lot were routed into the gondola station as well as the gondola will have additional capacity. In the future (2050) plus project scenario, an additional 165 trips were routed into the development.

Bus data were copied from the EIS as well, which assumes a 5-minute headway. This translates to 12 buses per hour in either direction.

These numbers were reduced for the future (2025) plus project conditions based on the 1.2% projected growth rate of vehicles up Little Cottonwood Canyon. In this case, it was assumed that 253 vehicles would enter the gondola site and that 25 vehicles would exit the site during the morning peak hour.

Table 7: Site Trip Generation

Trip Generation Sandy - La Caille TIS								
Weekday Daily Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trip Entering	Trip Exiting	Total Daily Trips
Single-Family Detached Housing (210)	42	Dwelling Units	470	50%	50%	235	235	470
Quality Restaurant (931)	15	1,000 Sq. Ft. GFA	1250	50%	50%	625	625	1,250
Hotel (310)	75	Rooms	420	50%	50%	210	210	420
Total			2,148			1,074	1,074	2,148
Morning Peak Hour Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trip Entering	Trip Exiting	Total AM Trips
Single-Family Detached Housing (210)	42	Dwelling Units	36	25%	75%	9	27	36
Quality Restaurant (931)	15	1,000 Sq. Ft. GFA	12	50%	50%	6	6	12
Hotel (310)	75	Rooms	34	59%	41%	20	14	34
Total			62			35	47	82
Evening Peak Hour Land Use ¹	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trip Entering	Trip Exiting	Total PM Trips
Single-Family Detached Housing (210)	42	Dwelling Units	46	60%	40%	28	17	46
Quality Restaurant (931)	15	1,000 Sq. Ft. GFA	110	67%	33%	74	36	110
Hotel (310)	75	Rooms	32	51%	49%	16	16	32
Total			195			124	72	196

¹ Land Use Table, with hotel rooms, 107, converted to 5 bedrooms @ 15 / 2,000 sq. ft. GFA, 50% entrance
 SOURCE: Hales Engineering, August 2020

The total trip generation for the development in 2025 is as follows:

- Daily Trips: 3,902
- Morning Peak Hour Trips: 504
- Evening Peak Hour Trips: 605

The total trip generation for the development in 2050 is as follows:

- Daily Trips: 4,463
- Morning Peak Hour Trips: 646
- Evening Peak Hour Trips: 743

D. Trip Distribution and Assignment

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially near the site. Trip distribution was also based on the fact that the primary access to the gondola parking structure is to and from the north

on S.R. 210. The resulting distribution of project generated trips during the morning peak hour is shown in Table 8.

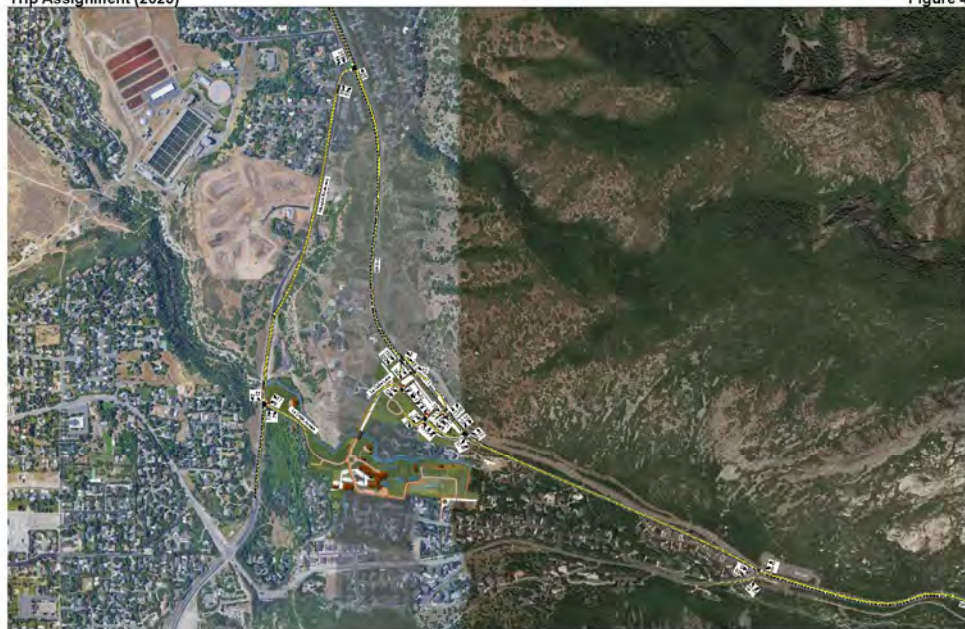
Table 8: Trip Distribution

Direction	% To/From Project
North	70%
South	20%
West	10%

These trip distribution assumptions were used to assign the morning peak hour generated traffic at the study intersections to create trip assignment for the proposed development. Because some of the trips were related to new homes on the south end of the site, 2 entering trips and 5 exiting trips were not included as they would be routed through intersections not included in the analysis. Trip assignment for the development in 2025 and 2050 are shown in Figure 4 and Figure 5, respectively.

Sandy La Caille TS
Trip Assignment (2025)

Morning Peak Hour
Figure 4

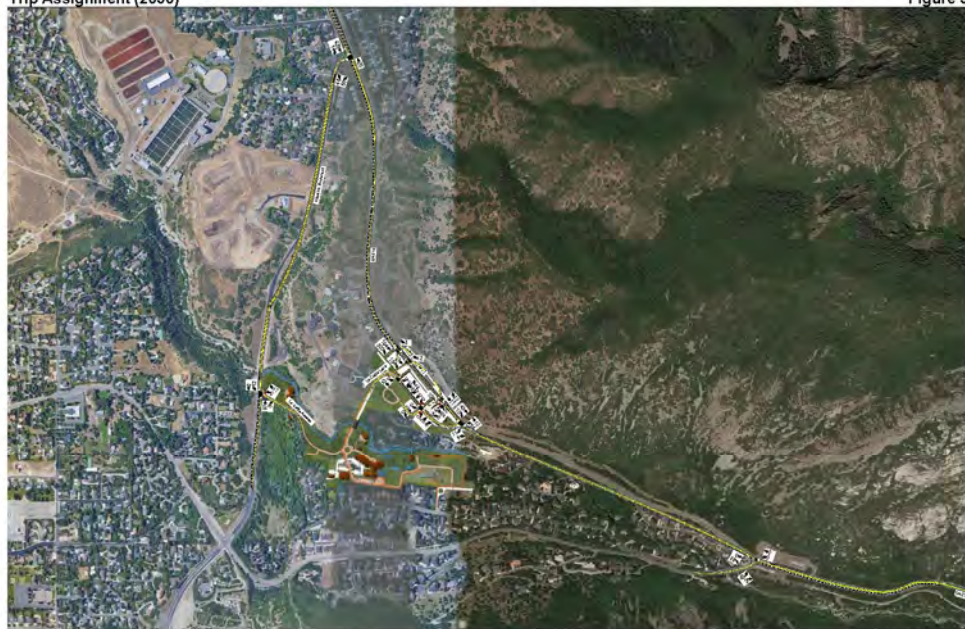


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Sandy La Caille TS
Trip Assignment (2050)

Morning Peak Hour
Figure 5



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E. Access

The proposed access for the site will be gained at the following locations (see also concept plan in Appendix C):

S.R. 210:

- La Caille Lane will be located approximately 3,800 feet northwest of the S.R. 209 / S.R. 210 intersection. It will access the project on the southwest side of S.R. 210. It is anticipated that the access will be signalized.
- Various other accesses will be located along S.R. 210, both to the first and second levels of parking. Bus pullouts are also planned along either side of S.R. 210, which were included in the analyses for the project. The primary accesses to the second level of the parking structure are on the northwest end of the site and include one-way tunnels on either side of S.R. 210. The access to the first level of the parking structure is located on the northwest end of the structure and is restricted to right-in movements only. A second access is located on the southeast end and is restricted to right-out movements only.

Wasatch Boulevard:

- The La Caille Access is an existing brick road on the east side of Wasatch Boulevard. The access is be stop-controlled.

Two other accesses to the parking structure are located on La Caille Lane and are currently planned to connect to the 5th and 6th levels of the structure.

F. Auxiliary Lane Requirements

Based on Administrative Rule R930-6, the following auxiliary lanes may be required for the proposed accesses onto S.R. 210 (UDOT Access Category 3 roadway):

Left-turn Deceleration Lane:

- Required when the projected peak hour left-turn ingress volume is greater than 5 vph. As shown in Figure 5, it is anticipated that this volume will be met during the morning peak hour at the La Caille Lane / S.R. 210 intersection. Therefore, a left-turn lane may be required at this location.

Right-turn Deceleration Lane:

- Required when the projected peak hour right-turn ingress volume is greater than 10 vph. As shown in Figure 5, it is anticipated that this peak hour volume will be met during the morning peak hour at the accesses on S.R. 210. Therefore, right-turn deceleration lanes may be required at these locations. The additional lane on eastbound S.R. 210 would fill this requirement at the La Caille Lane / S.R. 210 intersection.

Right-turn Acceleration Lane:

- Required when the projected peak hour right-turn egress volume is greater than 10 vph. While it is not anticipated that this peak hour volume will be met during the morning peak hour at the northbound P2 access onto S.R. 210, it is likely that it will be met during the evening peak hour. Additionally, it is anticipated that the volume will be met during the morning peak hour at the P1 Out / S.R. 210 and La Caille Lane / S.R. 210 intersections. Therefore, right-turn acceleration lanes may be required at these locations. The proposed lane from the bus turnout could potentially serve as an acceleration lane at the P1 Out / S.R. 210 intersection.

Left-turn Acceleration Lane:

- May be required if such a design will be a benefit to the safety and operation of the roadway.

V. FUTURE (2025) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2025) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Roadway Network

In the current plans, the La Caille Lane / S.R. 210 intersection is drawn as a High-T intersection. However, because there are so many merging/diverging points nearby, from a safety standpoint, it is recommended that it be constructed as a conventional intersection. For this reason, it was analyzed as such.

While the anticipated morning peak hour volumes at the La Caille Lane / S.R. 210 intersection for future (2025) background conditions do not warrant signalization, it is anticipated that evening peak hour volumes will as vehicles exit the parking structure and return to S.R. 210. This intersection was analyzed with a traffic signal.

C. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2025) background traffic volumes to predict turning movement volumes for future (2025) plus project conditions. Trips to the gondola were removed from the S.R. 209 / S.R. 210 intersection and rerouted accordingly. Future (2025) plus project morning peak hour turning movement volumes are shown in Figure 6.

D. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning peak hour in future (2025) plus project conditions, as shown in Table 9. It is anticipated that, to some extent, the evenly spaced arrival of gondolas to the station will meter traffic arrival at the project site. Any improvement in LOS is likely due to the gondola diverting trips to and from Little Cottonwood Canyon.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Some significant queuing is anticipated during the morning peak hour at the Wasatch Boulevard / S.R. 210 intersection (300 feet, southbound approach and 660 feet, eastbound approach).

F. Mitigation Measures

No mitigation measures are recommended.

Table 9: Future (2025) Plus Project Morning Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
Wasatch Boulevard / S.R. 210	Signal	-	26.8	C
La Caille Access / Wasatch Boulevard	WB Stop	WBL	18.6	c
S.R. 209 / S.R. 210	Signal	-	19.4	B
La Caille Lane / S.R. 210	Signal	-	2.3	A
P1 Out / S.R. 210	NEB Stop	NER	2.2	a
P1 In / S.R. 210	Free	SER	0.9	a
P2 / S.R. 210	WB Yield	SET	1.9	a
P6 / La Caille Lane	SWB Stop	NWT	0.1	a
P5 / La Caille Lane	SWB/NEB Stop	NER	2.7	a

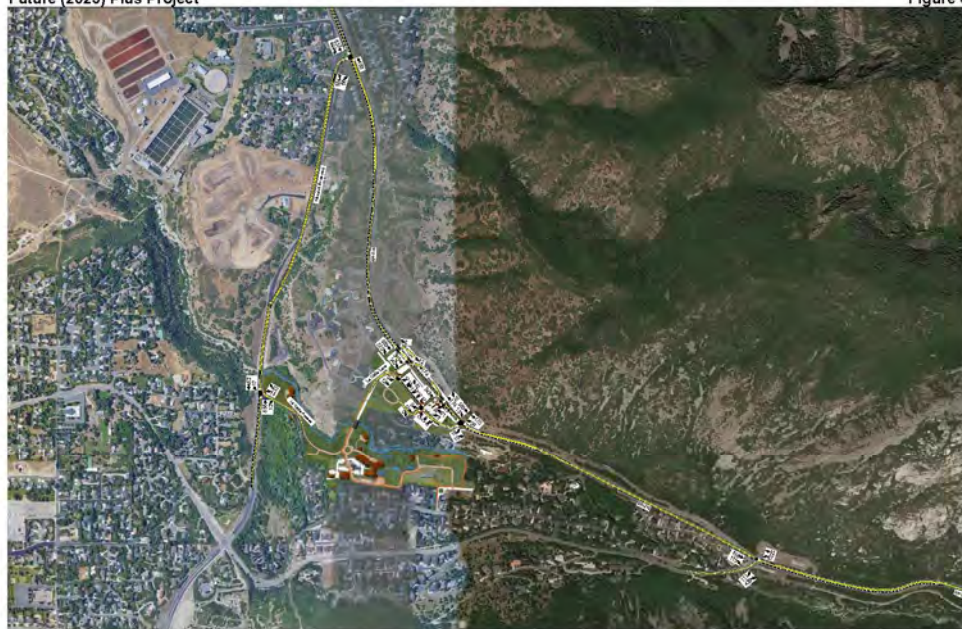
¹ Movements designated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

² Upper range LOS used for signalized, roundabout, and AWS2 intersections. Lower range LOS used for all other unsignalized intersections.

Source: Hales Engineering, September 2020

Sandy La Caille TS
Future (2025) Plus Project

Morning Peak Hour
Figure 6



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09/17/2020

VI. FUTURE (2050) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2050) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Wasatch Front Regional Council (WFRC) Regional Transportation Plan, Wasatch Boulevard is planned to be widened to 5 lanes from Bengal Boulevard to S.R. 209. For this reason, the Wasatch Boulevard / S.R. 210 intersection was changed from a High-T to a conventional intersection to accommodate the extra lanes. For the analysis, a northbound left-turn lane was installed, and dual left-turn lanes were installed on the eastbound approach. The channelized free right-turn on the southbound approach was kept for operational purposes.

C. Traffic Volumes

Hales Engineering utilized the 1.2% annual growth rate established in the Little Cottonwood Environmental Impact Statement to project the future turn volumes at the study intersections. Future (2050) background morning peak hour turning movement volumes are shown in Figure 7.

D. Level of Service Analysis

Hales Engineering determined that the S.R. 209 / S.R. 210 intersection is anticipated to operate at LOS E during the morning peak hour in future (2050) background conditions, as shown in Table 10. These results serve as a baseline condition for the impact analysis of the proposed development for future (2050) conditions.

E. Queuing Analysis

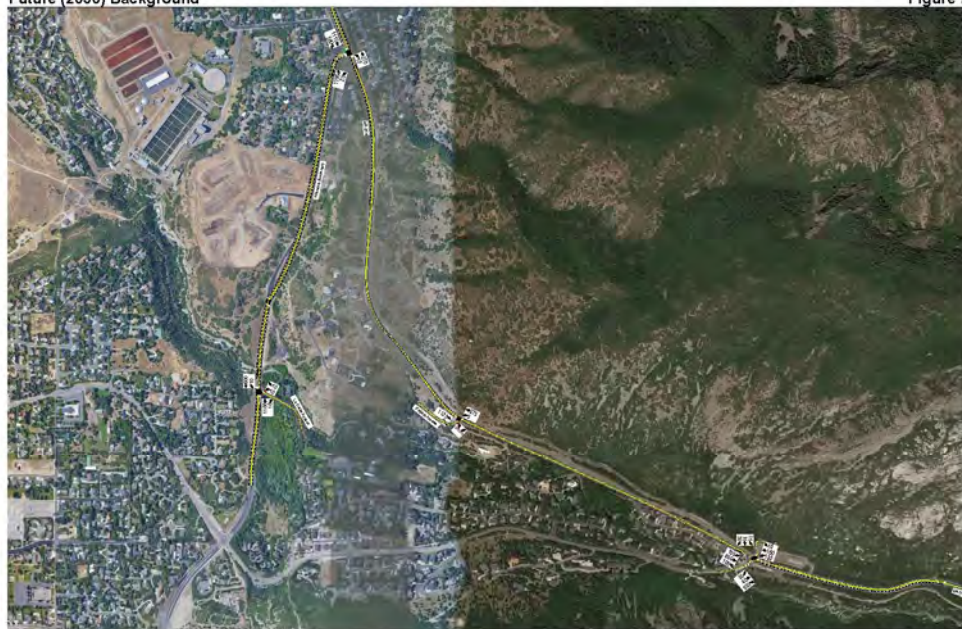
Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Some significant queuing is anticipated during the morning peak hour at the Wasatch Boulevard / S.R. 210 intersection (380 feet, southbound approach and 310 feet, eastbound approach) and at the S.R. 209 / S.R. 210 intersection (1,000 feet, eastbound approach).

F. Mitigation Measures

Any further mitigations to the S.R. 209 / S.R. 210 intersection for queuing would fall under the alternatives listed in the Little Cottonwood Environmental Impact Statement. For this reason, it is recommended that a gondola or extensive bus use be implemented to decrease traffic volumes.

Sandy La Caille TS
Future (2050) Background

Morning Peak Hour
Figure 7



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Table 10: Future (2050) Background Morning Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
Wasatch Boulevard / S.R. 210	Signal	-	27.7	C
La Caille Access / Wasatch Boulevard	WB Stop	WBL	24.8	c
S.R. 209 / S.R. 210	Signal	-	38.8	D
Project Access / S.R. 210	WB Stop	NEL	18.9	c

1. Movement indicated for unsignalized intersections where delay and LOS represents one movement. WBL = Southbound left movement, etc.
2. Upper-case LOS used for signalized, roundabout, and AWS controlled intersections. Lower-case LOS used for all other unsignalized intersections.

Source: Hales Engineering, September 2020

VII. FUTURE (2050) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2050) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2050) background traffic volumes to predict turning movement volumes for future (2050) plus project conditions. Future (2050) plus project morning peak hour turning movement volumes are shown in Figure 8.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning peak hour in future (2050) plus project conditions, as shown in Table 11. Any improvement in LOS is likely due to the gondola diverting trips to and from Little Cottonwood Canyon.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Some significant queuing is anticipated during the morning peak hour at the S.R. 209 / S.R. 210 intersection (330 feet, eastbound approach).

E. Mitigation Measures

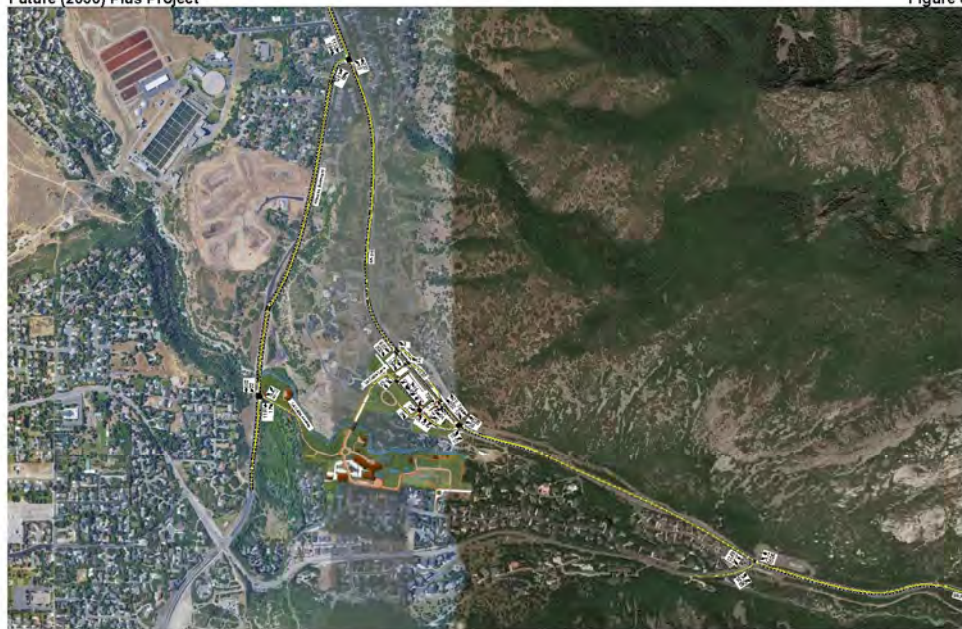
No mitigation measures are recommended.

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2050) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 12. Intersections shown in Table 12 include new intersections and existing intersections that have recommended storage length changes.

Sandy La Caille TS
Future (2050) Plus Project

Morning Peak Hour
Figure 8



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09/17/2020

Table 11: Future (2050) Plus Project Morning Peak Hour LOS

Intersection		Level of Service		
Description	Control	Movement ¹	Aver. Delay (Sec. / Veh.)	LOS ²
Wasatch Boulevard / S.R. 210	Signal	-	24.4	C
La Caille Access / Wasatch Boulevard	WB Stop	WBL	21.7	c
S.R. 209 / S.R. 210	Signal	-	25.3	C
La Caille Lane / S.R. 210	Signal	-	2.6	A
P1 Out / S.R. 210	NEB Stop	NER	2.3	a
P1 In / S.R. 210	Free	SER	1.0	a
P2 / S.R. 210	WB Yield	SET	2.1	a
P6 / La Caille Lane	SWB Stop	NWT	0.2	a
P5 / La Caille Lane	SWB/NEB Stop	NER	2.5	a

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement; SBL=Southbound left movement, etc.

2. Upper-case LOS used for signalized, roundabout, and AWSC intersections; Lower-case LOS used for all other unsignalized intersections.

Source: Hales Engineering, September 2020

Table 12: Recommended Storage Lengths

Intersection		Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1	Wasatch Boulevard / S.R. 210	-	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	La Caille Lane / S.R. 210	-	150	-	-	-	-	-	-	-	-	-	-	150	-	-	-
3	S.R. 209 / S.R. 210	-	-	-	200	-	-	-	-	-	-	-	-	-	-	-	-
4	P2 In / S.R. 210	-	-	-	-	-	-	-	-	-	-	-	100	-	-	-	-

1. Storage lengths are based on 95th percentile queue lengths and do not include required deceleration / taper distances.

2. E= Existing storage length (approximate), if applicable. P= proposed storage length for new turn lanes or changes to existing turn lanes, if applicable.

Source: Hales Engineering, September 2020

VIII. LA CAILLE GONDOLA ADVANTAGES

A. Purpose

The purpose of this chapter is to outline the reasons why a gondola may be preferable to the alternatives of taking no action or increasing bus service and improving bus infrastructure. The construction of a gondola system would have several benefits, which are shown in this chapter. While UDOT chose to evaluate gondola alternative 3B with a base station at the mouth of Little Cottonwood Canyon, the La Caille site would provide additional benefits, such as increased parking and better public transit integration.

B. Enhanced Bus Comparison

Enhanced bus scenarios have been analyzed as a part of the preliminary documents for the Little Cottonwood Canyon EIS. In the scenario with the highest bus volume, the bus ridership is the same as the projected ridership for the gondola. In addition, the volume of personal vehicles going up the canyon was projected to be the same.

A small analysis was run to compare the difference in traffic conditions with the bus scenario and the gondola scenario at the S.R. 209 / S.R. 210 intersection. It was determined that the projected 24 buses per hour would increase the volume-to-capacity (V/C) ratio of the eastbound through movement by 0.03 compared to the gondola scenario, meaning that the difference between the two, from a morning peak hour traffic perspective, would be almost negligible at this intersection.

The primary advantage that the gondola will have over the enhanced bus alternative without widening is on days when Little Cottonwood Canyon is closed either due to an avalanche or avalanche control. It is common knowledge that on some mornings during the winter season that traffic will back up for miles outside of the canyon, and the gondola could serve to mitigate it as it can remain operational while S.R. 210 is closed.

Snow sheds were evaluated with one of the enhanced bus scenarios that proposed widening S.R. 210 with a bus lane. While this would mitigate the potential issues with avalanche-related queueing, both the capital costs and the operational/maintenance costs were projected to be significantly higher than the gondola alternative in the EIS. Additionally, while avalanche-related canyon closures would be mitigated in this bus alternative, road closures due to crashes would not.

C. Gondola Advantages

As outlined in the preliminary documents for the Little Cottonwood Canyon EIS, a gondola system through Little Cottonwood Canyon is a viable alternative to increase the capacity of traffic flow in the canyon now and in the future. The gondola has been identified by UDOT as the most feasible Aerial Transit System (ATS) for the canyon.

The following sections outline some of the advantages of a gondola system:

High person travel capacity: The proposed tri-cable (3S) gondola system has a maximum hourly capacity of approximately 5,000 people per hour per direction. With the 30th-busiest hour in 2050 having a projected demand of 3,200 people per hour (equivalent to 1,555 vehicles per hour), the gondola could handle this demand on its own if needed. UDOT indicated that there would be about 1,050 people on gondolas in the peak hour.

Mitigates avalanche impact: Because the gondola travels above ground, avalanches will not impact the operation. When an avalanche closes S.R. 210, the gondola could provide a great benefit to the corridor by carrying the anticipated future demand through the canyon.

Consistent travel time: Without a gondola, travel times will vary based on the demand, crashes in the canyon, or avalanche conditions. A gondola would provide a consistent travel time for riders to expect, even when demand is high. Also, as outlined in the *Alternatives Development and Screening Report*, gondola alternative 2 has the third-fastest travel time to Alta.

Mitigate parking issues near the ski resorts: In existing conditions, the parking at the resorts fills quickly on busy ski days. This causes drivers to park unsafely along S.R. 210 adjacent to the ski resorts. With a gondola, the ski resorts could charge for parking and S.R. 210 could be tolled to incentivize people to ride the gondola, eliminating existing parking issues in the canyon.

Provide safer alternative to driving in adverse conditions: In 2018, there were 52 crashes on S.R. 210 in Little Cottonwood Canyon. Half of these crashes (26) occurred when the roadway surface was icy, snowy, or wet. Approximately one-third of the crashes (17) occurred when it was actively snowing. As traffic continues to grow each year in the canyon, the risk for crashes will continue to increase. Providing a gondola system to ride as an alternative to driving would give drivers a safer alternative to driving up the canyon, especially for those that may not have vehicles or tires that handle well in snowy conditions.

Overall cost: As outlined in the *Alternatives Development and Screening Report*, gondola alternative 2 has the second-lowest capital cost and tied for the lowest operation and maintenance (O&M) cost out of all the alternatives. The report identified alternative 3B as having the second lowest capital cost erroneously, as 3B actually tied for the third-lowest capital cost behind alternative 2. Alternative 2 listed a capital cost between \$299.8 million and \$329.7 million, and O&M costs between \$3.1 and \$3.5 million. Alternative 3B listed a capital cost between \$312.2 million and \$343.4 million, and O&M costs between \$4.1 and \$4.5 million.

Scenic draw for skiers: One minor advantage the gondola provides compared to other alternatives is the scenic ride that will be provided with the gondola through the canyon. This may draw more riders than an enhanced bus system would and decrease roadway traffic demand even more.

D. La Caille Base Station Benefits

Though UDOT chose to move forward with gondola alternative 3B (additional parking at gravel pit and bussing to base station at mouth of the canyon) in the EIS, it is recommended that UDOT reconsider gondola alternative 2, which could utilize the site being proposed by CW Management Corp.

The following sections outline the benefits of a base station on North Little Cottonwood Road at the La Caille site.

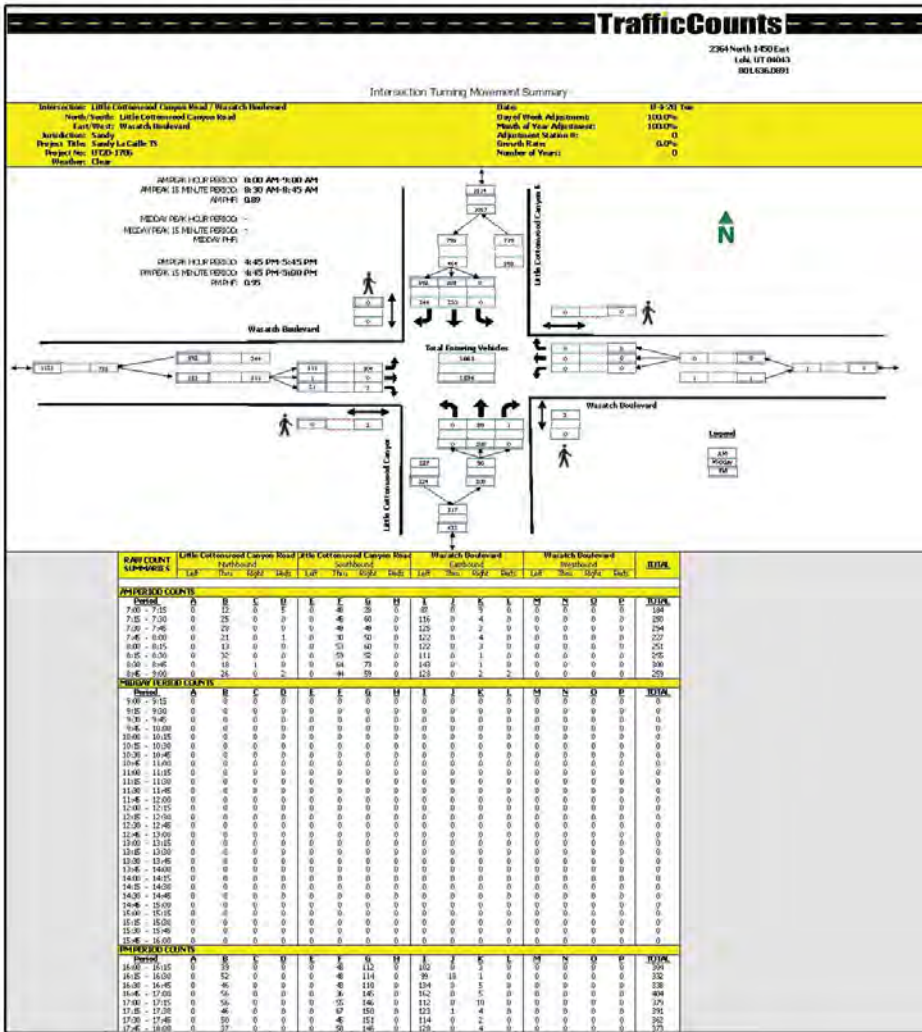
Parking supply: The proposed concept shows a parking structure with 1,888 parking stalls adjacent to the gondola with easy access from each parking level to the gondola. Implementing this parking at the site plus other parking at the mobility hubs will provide sufficient parking for the demand and decrease the parking need at the resorts.

Public transit integration: The concept proposes a high public transit capacity for buses dropping off and picking up at the gondola site. This will provide a good connection from the base station to the outer mobility hubs for riders to travel to and from the gondola.

Traffic congestion impact: The *Alternatives Development and Screening Report* assumes that a base station on North Little Cottonwood Road would not change the existing travel patterns that result in high traffic volumes at the entrance of Little Cottonwood Canyon, and marks alternative 2 as having a "high" impact on traffic congestion. However, by having the base station approximately three-quarters of a mile northwest of the entrance to the canyon, the bottleneck S.R. 209 / S.R. 210 intersection will experience a sharp decrease in traffic volumes, resulting in less congestion. Traffic coming from Interstate 215 (I-215) on Wasatch Boulevard can make a right turn into the site prior to arriving at the S.R. 209 / S.R. 210 intersection. The proposed traffic signal at the site can facilitate left-turn movements out of the site in the afternoon and evening hours for cars to go back to Interstate 215 (I-215).

APPENDIX A

Turning Movement Counts



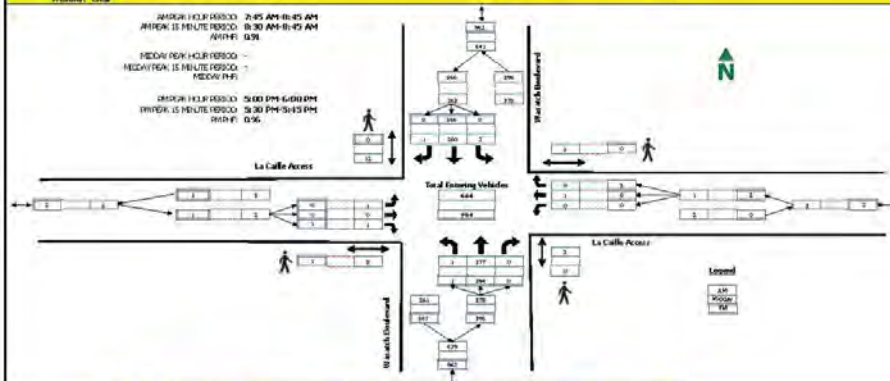
2364 North 1450 East
 Lehi, UT 84043
 801-536-0891

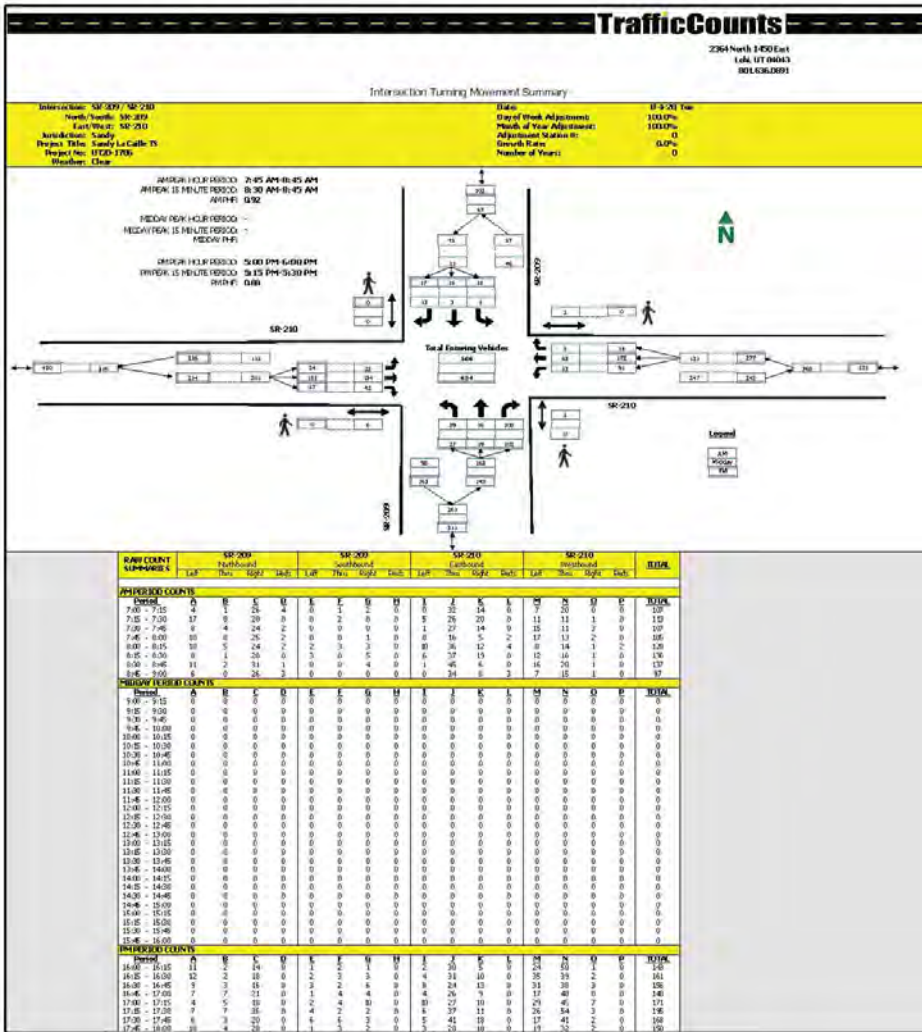
Interviewee: Wasafiq Doudouard / La Caille Access

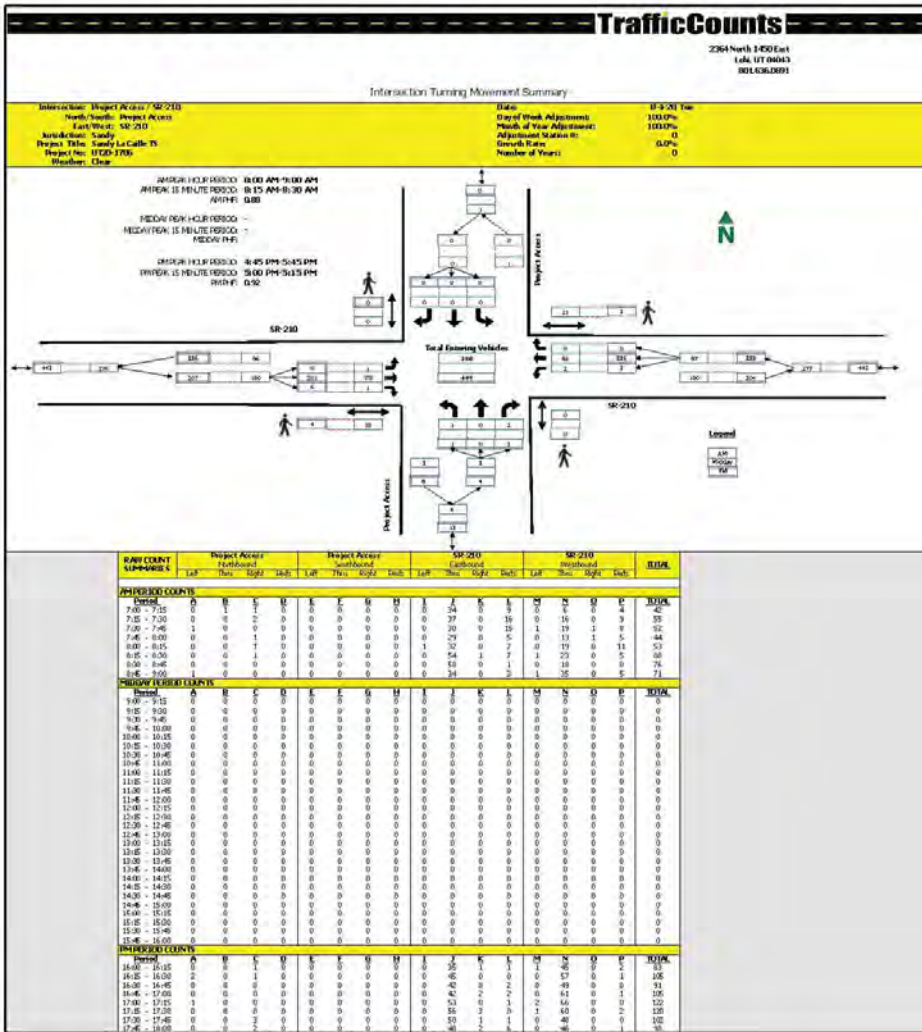
North/South: Watch Boulevard
East/West: La Caille Access
Jurisdiction: Sandy
Project Title: Sandy La Caille TS
Project No: UTG-1705
Weather: Clear

Date:
 Day of Week Adjustment:
 Month of Year Adjustment:
 Adjustment Station B:
 Growth Rates:
 Number of Years:

U-5-XI Year
100.0%
100.0%
0
0.0%
0

[illegible]





APPENDIX B

LOS Results

SimTraffic LOS Report

Project: Sandy La Caille TS
Analysis Period: Existing (2020) Background
Time Period: Morning Peak Hour
Project #: UT20-1706

Intersection: SR-210 & Wasatch Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	189	183	102	1.1	A
	Subtotal	189	183	102	1.1	A
SB	T	765	730	95	117.6	F
	R	403	380	94	51.1	D
	Subtotal	1,168	1,110	95	94.8	F
EB	L	831	793	95	102.9	F
	R	11	10	89	82.9	F
	Subtotal	842	803	95	102.7	F
Total		2,199	2,106	96	89.9	F

Intersection: Wasatch Boulevard & La Caille Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	740	738	100	1.1	A
	R	2	2	100	0.9	A
	Subtotal	742	740	100	1.1	A
SB	L	2	2	100	5.8	A
	T	422	398	94	1.3	A
	Subtotal	424	400	94	1.3	A
WB	L	2	2	100	11.0	B
	R	2	2	100	5.7	A
	Subtotal	4	4	100	8.4	A
Total		1,170	1,144	98	1.2	A

SimTraffic LOS Report

Project: Sandy La Caille TS
Analysis Period: Existing (2020) Background
Time Period: Morning Peak Hour
Project #: UT20-1706

Intersection: SR-209 & SR-210
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	111	104	94	8.7	A
	T	597	572	96	12.1	B
	R	69	64	93	9.1	A
	Subtotal	777	740	95	11.5	B
WB	L	87	85	98	9.5	A
	T	104	107	103	1.2	A
	R	8	9	109	0.6	A
	Subtotal	199	201	101	4.7	A
NE	L	64	61	96	154.3	F
	T	26	23	88	152.2	F
	R	481	456	95	125.5	F
	Subtotal	571	540	95	129.9	F
SW	L	8	8	97	15.4	C
	T	5	6	114	19.2	C
	R	21	24	114	3.8	A
	Subtotal	34	38	112	8.7	A
Total		1,581	1,519	96	56.3	F

Intersection: Project Access & SR-210
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	774	737	95	2.2	A
	R	2	2	100	0.8	A
	Subtotal	776	739	95	2.2	A
WB	L	2	1	50	14.4	B
	T	187	191	102	1.6	A
	Subtotal	189	192	102	1.7	A
NE	L	2	1	50	6.2	A
	R	2	3	150	4.8	A
	Subtotal	4	4	100	5.2	A
Total		969	935	96	2.1	A

1: SR-210 & Wasatch Boulevard Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Delay (hr)	1.4	0.0	0.0	0.3	0.1	1.8
Denied Del/Veh (s)	6.1	9.2	0.0	1.3	1.3	3.0
Total Delay (hr)	24.3	0.2	0.1	25.6	5.7	55.9
Total Del/Veh (s)	102.9	82.9	1.1	117.6	51.1	89.9
Vehicles Entered	826	10	193	758	392	2179
Vehicles Exited	793	10	193	730	380	2106
Hourly Exit Rate	793	10	193	730	380	2106
Input Volume	831	11	189	765	403	2199
% of Volume	95	89	102	95	94	96

2: Wasatch Boulevard & La Caille Access Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.1	0.6	0.5	0.2	0.0	0.4
Total Delay (hr)	0.0	0.0	0.2	0.0	0.0	0.1	0.4
Total Del/Veh (s)	11.0	5.7	1.1	0.9	5.8	1.3	1.2
Vehicles Entered	2	2	736	2	2	398	1142
Vehicles Exited	2	2	736	2	2	398	1144
Hourly Exit Rate	2	2	736	2	2	398	1144
Input Volume	2	2	740	2	2	422	1170
% of Volume	100	100	100	100	100	94	98

3: SR-209 & SR-210 Performance by movement

Movement	EBL	EET	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.5	0.1	0.2	0.1
Total Delay (hr)	0.3	2.0	0.2	0.2	0.0	0.0	3.0	1.1	18.4	0.0	0.0	0.0
Total Del/Veh (s)	9.7	12.1	9.1	9.5	1.2	0.6	154.3	152.2	125.5	15.4	19.2	3.8
Vehicles Entered	103	574	65	85	107	9	64	25	490	8	6	24
Vehicles Exited	104	572	64	85	107	9	61	23	456	8	6	24
Hourly Exit Rate	104	572	64	85	107	9	61	23	456	8	6	24
Input Volume	111	597	69	87	104	8	64	26	481	8	5	21
% of Volume	94	96	93	98	103	109	96	88	95	97	114	114

3: SR-209 & SR-210 Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	25.3
Total Del/Veh (s)	56.3
Vehicles Entered	1560
Vehicles Exited	1519
Hourly Exit Rate	1519
Input Volume	1581
% of Volume	96

4: Project Access & SR-210 Performance by movement

Movement	EBT	EBR	WBL	WBT	NEL	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied De/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.5	0.0	0.0	0.1	0.0	0.0	0.5
Total De/Veh (s)	2.2	0.8	14.4	1.6	6.2	4.8	2.1
Vehicles Entered	738	2	1	191	1	3	936
Vehicles Exited	737	2	1	191	1	3	935
Hourly Exit Rate	737	2	1	191	1	3	935
Input Volume	774	2	2	187	2	2	969
% of Volume	95	100	50	102	50	150	96

Total Network Performance

Denied Delay (hr)	2.0
Denied De/Veh (s)	2.6
Total Delay (hr)	91.7
Total De/Veh (s)	108.7
Vehicles Entered	2832
Vehicles Exited	2717
Hourly Exit Rate	2717
Input Volume	13121
% of Volume	21

Intersection: 1: SR-210 & Wasatch Boulevard

Movement	EB	EB	SB	SB
Directions Served	L	R	T	R
Maximum Queue (ft)	350	1574	2130	750
Average Queue (ft)	337	749	920	305
95th Queue (ft)	391	1710	2229	913
Link Distance (ft)		2844	5004	
Upstream Blk Time (%)				
Queueing Penalty (veh)				
Storage Bay Dist (ft)	250			650
Storage Blk Time (%)	45		24	
Queueing Penalty (veh)	5		98	

Intersection: 2: Wasatch Boulevard & La Caille Access

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	18	18
Average Queue (ft)	2	1
95th Queue (ft)	9	9
Link Distance (ft)	634	
Upstream Blk Time (%)		
Queueing Penalty (veh)		
Storage Bay Dist (ft)		120
Storage Blk Time (%)		
Queueing Penalty (veh)		

Intersection: 3: SR-209 & SR-210

Movement	EB	EB	WB	WB	NE	SW
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	42	142	74	2	1375	37
Average Queue (ft)	10	25	22	0	605	14
95th Queue (ft)	32	92	55	2	1350	31
Link Distance (ft)		3539		1979	13893	234
Upstream Blk Time (%)						
Queueing Penalty (veh)						
Storage Bay Dist (ft)	100		125			
Storage Blk Time (%)		0				
Queueing Penalty (veh)		1				

Sandy La Caille TS
Existing (2020) Background

Morning Peak Hour
09/04/2020

Intersection: 4: Project Access & SR-210

Movement	WB	NE
Directions Served	LT LR	
Maximum Queue (ft)	17	18
Average Queue (ft)	1	2
95th Queue (ft)	16	12
Link Distance (ft)	3539	562
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 104

SimTraffic LOS Report

Project: Sandy La Caille TS
Analysis Period: Mitigated Existing (2020) Background
Time Period: Morning Peak Hour Project #: UT20-1706

Intersection: SR-210 & Wasatch Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	189	185	98	1.1	A
	Subtotal	189	185	98	1.1	A
SB	T	765	754	99	29.0	C
	R	403	397	99	7.9	A
	Subtotal	1,168	1,151	99	21.7	C
EB	L	831	834	100	28.1	C
	R	11	10	89	10.5	B
	Subtotal	842	844	100	27.9	C
Total		2,199	2,180	99	22.4	C

Intersection: Wasatch Boulevard & La Caille Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	740	740	100	1.1	A
	R	2	2	100	0.5	A
	Subtotal	742	742	100	1.1	A
SB	L	2	1	50	7.5	A
	T	422	420	99	1.5	A
	Subtotal	424	421	99	1.5	A
WB	L	2	1	50	8.8	A
	R	2	3	150	6.7	A
	Subtotal	4	4	100	7.2	A
Total		1,170	1,167	100	1.2	A

SimTraffic LOS Report

Project: Sandy La Caille TS
Analysis Period: Mitigated Existing (2020) Background
Time Period: Morning Peak Hour
Project #: UT20-1706

Intersection: SR-209 & SR-210
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	111	112	101	8.2	A
	T	597	589	99	10.5	B
	R	69	64	93	8.2	A
	Subtotal	777	765	98	10.0	A
WB	L	87	85	98	9.0	A
	T	104	102	98	1.2	A
	R	8	8	97	0.5	A
	Subtotal	199	195	98	4.6	A
NE	L	64	64	100	49.5	E
	T	26	26	100	48.1	E
	R	481	484	101	28.5	D
	Subtotal	571	574	101	31.7	D
SW	L	8	8	97	21.2	C
	T	5	4	76	30.0	D
	R	21	21	100	4.7	A
	Subtotal	34	33	97	11.8	B
Total		1,581	1,567	99	17.6	C

Intersection: Project Access & SR-210
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	774	763	99	1.8	A
	R	2	2	100	1.0	A
	Subtotal	776	765	99	1.8	A
WB	L	2	1	50	7.8	A
	T	187	185	99	1.6	A
	Subtotal	189	186	98	1.6	A
NE	L	2	1	50	11.4	B
	R	2	2	100	8.1	A
	Subtotal	4	3	75	9.2	A
Total		969	954	98	1.8	A

1: SR-210 & Wasatch Boulevard Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.2
Denied De/Veh (s)	0.6	0.1	0.0	0.2	0.2	0.3
Total Delay (hr)	6.7	0.0	0.1	6.2	0.9	13.9
Total De/Veh (s)	28.1	10.5	1.1	29.0	7.9	22.4
Vehicles Entered	835	10	186	754	400	2185
Vehicles Exited	834	10	185	754	397	2180
Hourly Exit Rate	834	10	185	754	397	2180
Input Volume	831	11	189	765	403	2199
% of Volume	100	89	98	99	99	99

2: Wasatch Boulevard & La Caille Access Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Denied De/Veh (s)	0.1	0.1	0.6	0.3	0.0	0.0	0.4
Total Delay (hr)	0.0	0.0	0.2	0.0	0.0	0.2	0.4
Total De/Veh (s)	8.8	6.7	1.1	0.5	7.5	1.5	1.2
Vehicles Entered	1	3	739	2	1	420	1166
Vehicles Exited	1	3	740	2	1	420	1167
Hourly Exit Rate	1	3	740	2	1	420	1167
Input Volume	2	2	740	2	2	422	1170
% of Volume	50	150	100	100	50	99	100

3: SR-209 & SR-210 Performance by movement

Movement	EBL	EET	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Denied De/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4	0.2	0.1	0.1
Total Delay (hr)	0.3	1.8	0.1	0.2	0.0	0.0	0.9	0.4	4.1	0.0	0.0	0.0
Total De/Veh (s)	8.2	10.5	8.2	9.0	1.2	0.5	49.5	48.1	28.5	21.2	30.0	4.7
Vehicles Entered	112	591	64	85	101	8	63	26	484	8	4	21
Vehicles Exited	112	589	64	85	102	8	64	26	484	8	4	21
Hourly Exit Rate	112	589	64	85	102	8	64	26	484	8	4	21
Input Volume	111	597	69	87	104	8	64	26	481	8	5	21
% of Volume	101	99	93	98	98	97	100	100	101	97	76	100

3: SR-209 & SR-210 Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied De/Veh (s)	0.2
Total Delay (hr)	7.9
Total De/Veh (s)	17.6
Vehicles Entered	1567
Vehicles Exited	1567
Hourly Exit Rate	1567
Input Volume	1581
% of Volume	99

4: Project Access & SR-210 Performance by movement

Movement	EBT	EBR	WBL	WBT	NEL	NEP	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied De/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.4	0.0	0.0	0.1	0.0	0.0	0.5
Total De/Veh (s)	1.8	1.0	7.8	1.8	11.4	8.1	1.8
Vehicles Entered	763	2	1	186	1	2	955
Vehicles Exited	763	2	1	185	1	2	954
Hourly Exit Rate	763	2	1	185	1	2	954
Input Volume	774	2	2	187	2	2	969
% of Volume	99	100	50	99	50	100	98

Total Network Performance

Denied Delay (hr)	0.4
Denied De/Veh (s)	0.5
Total Delay (hr)	33.0
Total De/Veh (s)	39.3
Vehicles Entered	2828
Vehicles Exited	2824
Hourly Exit Rate	2824
Input Volume	13121
% of Volume	22

Intersection: 1: SR-210 & Wasatch Boulevard

Movement	EB	EB	SB	SB
Directions Served	L	R	T	T
Maximum Queue (ft)	350	575	343	295
Average Queue (ft)	273	106	176	120
95th Queue (ft)	389	430	290	246
Link Distance (ft)		2832	5003	5003
Upstream Blk Time (%)				
Queueing Penalty (veh)				
Storage Bay Dist (ft)	250			
Storage Blk Time (%)	13			
Queueing Penalty (veh)	1			

Intersection: 2: Wasatch Boulevard & La Caille Access

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	16	18
Average Queue (ft)	2	1
95th Queue (ft)	10	8
Link Distance (ft)	634	
Upstream Blk Time (%)		
Queueing Penalty (veh)		
Storage Bay Dist (ft)		120
Storage Blk Time (%)		
Queueing Penalty (veh)		

Intersection: 3: SR-209 & SR-210

Movement	EB	EB	WB	WB	NE	NE	SW
Directions Served	L	TR	L	TR	LT	R	LTR
Maximum Queue (ft)	64	127	69	18	163	253	50
Average Queue (ft)	10	22	21	1	53	106	13
95th Queue (ft)	40	83	51	15	103	202	33
Link Distance (ft)		3539		2095	13893		233
Upstream Blk Time (%)							
Queueing Penalty (veh)							
Storage Bay Dist (ft)	100		125			200	
Storage Blk Time (%)		0	0	0	0	1	
Queueing Penalty (veh)		0	0	0	0	1	

Sandy La Caille TS
Mitigated Existing (2020) Background

Morning Peak Hour
09/04/2020

Intersection: 4: Project Access & SR-210

Movement	WB	NE
Directions Served	LT	LR
Maximum Queue (ft)	22	18
Average Queue (ft)	1	2
95th Queue (ft)	13	12
Link Distance (ft)	3539	562
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 4

SimTraffic LOS Report

Project: Sandy La Caille TS
Analysis Period: Future (2025) Background
Time Period: Morning Peak Hour
Project #: UT20-1706

Intersection: SR-210 & Wasatch Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	206	204	99	1.2	A
	Subtotal	206	204	99	1.2	A
SB	T	815	824	101	37.2	D
	R	430	429	100	8.6	A
	Subtotal	1,245	1,253	101	27.4	C
EB	L	885	890	101	36.8	D
	R	15	14	95	17.9	B
	Subtotal	900	904	100	36.5	D
Total		2,350	2,361	100	28.7	C

Intersection: Wasatch Boulevard & La Caille Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	785	789	100	1.2	A
	R	5	7	133	0.7	A
	Subtotal	790	796	101	1.2	A
SB	L	5	5	95	7.3	A
	T	450	448	100	1.5	A
	Subtotal	455	453	100	1.6	A
WB	L	5	5	95	13.6	B
	R	5	6	114	6.8	A
	Subtotal	10	11	110	9.9	A
Total		1,256	1,260	100	1.4	A

SimTraffic LOS Report

Project: Sandy La Caille TS
Analysis Period: Future (2025) Background
Time Period: Morning Peak Hour
Project #: UT20-1706

Intersection: SR-209 & SR-210
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	120	123	102	8.4	A
	T	635	638	100	11.8	B
	R	75	72	96	9.2	A
	Subtotal	830	833	100	11.2	B
WB	L	95	92	97	12.3	B
	T	110	111	101	1.4	A
	R	10	10	98	0.7	A
	Subtotal	215	213	99	6.1	A
NE	L	70	68	97	44.0	E
	T	30	31	102	39.1	E
	R	515	522	101	6.5	A
	Subtotal	615	621	101	12.2	B
SW	L	10	10	98	22.5	C
	T	10	11	107	29.2	D
	R	25	25	100	8.1	A
	Subtotal	45	46	102	16.3	C
Total		1,706	1,713	100	11.1	B

Intersection: Project Access & SR-210
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	825	832	101	2.1	A
	R	5	6	114	1.1	A
	Subtotal	830	838	101	2.1	A
WB	L	5	5	95	5.9	A
	T	200	198	99	1.8	A
	Subtotal	205	203	99	1.9	A
NE	L	5	4	76	13.4	B
	R	5	4	76	10.1	B
	Subtotal	10	8	80	11.8	B
Total		1,046	1,049	100	2.1	A

1: SR-210 & Wasatch Boulevard Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.2
Denied Del/Veh (s)	0.6	0.1	0.0	0.2	0.3	0.3
Total Delay (hr)	9.3	0.1	0.1	8.7	1.1	19.2
Total Del/Veh (s)	36.8	17.9	1.2	37.2	8.6	28.7
Vehicles Entered	891	14	203	821	431	2360
Vehicles Exited	890	14	204	824	429	2361
Hourly Exit Rate	890	14	204	824	429	2361
Input Volume	885	15	206	815	430	2350
% of Volume	101	95	99	101	100	100

2: Wasatch Boulevard & La Caille Access Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.1	0.6	0.6	0.4	0.0	0.4
Total Delay (hr)	0.0	0.0	0.3	0.0	0.0	0.2	0.5
Total Del/Veh (s)	13.6	6.8	1.2	0.7	7.3	1.5	1.4
Vehicles Entered	5	6	789	7	5	449	1261
Vehicles Exited	5	6	789	7	5	448	1260
Hourly Exit Rate	5	6	789	7	5	448	1260
Input Volume	5	5	785	5	5	450	1256
% of Volume	95	114	100	133	95	100	100

3: SR-209 & SR-210 Performance by movement

Movement	EBL	E8T	EBR	WBL	W8T	WBR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.3	3.4	0.1	0.1	0.2
Total Delay (hr)	0.3	2.1	0.2	0.3	0.0	0.0	0.8	0.3	0.9	0.1	0.1	0.1
Total Del/Veh (s)	9.4	11.8	9.2	12.3	1.4	0.7	44.0	39.1	6.5	22.5	29.2	8.1
Vehicles Entered	122	642	73	92	111	10	67	32	522	10	10	24
Vehicles Exited	123	638	72	92	111	10	68	31	522	10	11	25
Hourly Exit Rate	123	638	72	92	111	10	68	31	522	10	11	25
Input Volume	120	635	75	95	110	10	70	30	515	10	10	25
% of Volume	102	100	96	97	101	98	97	102	101	98	107	100

3: SR-209 & SR-210 Performance by movement

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	1.1
Total Delay (hr)	5.3
Total Del/Veh (s)	11.1
Vehicles Entered	1715
Vehicles Exited	1713
Hourly Exit Rate	1713
Input Volume	1708
% of Volume	100

4: Project Access & SR-210 Performance by movement

Movement	EBT	EBR	WBL	WBT	NEL	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied De/Veh (s)	0.0	0.2	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.5	0.0	0.0	0.1	0.0	0.0	0.6
Total De/Veh (s)	2.1	1.1	5.9	1.8	13.4	10.1	2.1
Vehicles Entered	830	6	5	199	5	4	1049
Vehicles Exited	832	6	5	198	4	4	1049
Hourly Exit Rate	832	6	5	198	4	4	1049
Input Volume	825	5	5	200	5	5	1046
% of Volume	101	114	95	99	76	76	100

Total Network Performance

Denied Delay (hr)	0.9
Denied De/Veh (s)	1.1
Total Delay (hr)	36.7
Total De/Veh (s)	40.8
Vehicles Entered	3082
Vehicles Exited	3081
Hourly Exit Rate	3081
Input Volume	14092
% of Volume	22

Intersection: 1: SR-210 & Wasatch Boulevard

Movement	EB	EB	SB	SB
Directions Served	L	R	T	T
Maximum Queue (ft)	350	767	417	377
Average Queue (ft)	301	225	219	162
95th Queue (ft)	394	751	349	304
Link Distance (ft)		2832	5003	5003
Upstream Blk Time (%)				
Queueing Penalty (veh)				
Storage Bay Dist (ft)	250			
Storage Blk Time (%)	20			
Queueing Penalty (veh)	3			

Intersection: 2: Wasatch Boulevard & La Caille Access

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	16	33
Average Queue (ft)	5	3
95th Queue (ft)	17	19
Link Distance (ft)	634	
Upstream Blk Time (%)		
Queueing Penalty (veh)		
Storage Bay Dist (ft)		120
Storage Blk Time (%)		
Queueing Penalty (veh)		

Intersection: 3: SR-209 & SR-210

Movement	EB	EB	WB	NE	NE	SW
Directions Served	L	TR	L	LT	R	LTR
Maximum Queue (ft)	48	153	80	151	182	58
Average Queue (ft)	10	31	24	63	67	17
95th Queue (ft)	33	110	59	125	144	40
Link Distance (ft)		3534		748		234
Upstream Blk Time (%)						
Queueing Penalty (veh)						
Storage Bay Dist (ft)	100		125		200	
Storage Blk Time (%)		1	0	1	0	
Queueing Penalty (veh)		1	0	3	0	

Sandy La Caille TS
Future (2025) Background

Morning Peak Hour
09/04/2020

Intersection: 4: Project Access & SR-210

Movement	WB	NE
Directions Served	LT	LR
Maximum Queue (ft)	50	24
Average Queue (ft)	4	5
95th Queue (ft)	25	20
Link Distance (ft)	3534	562
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 7

SimTraffic LOS Report

Project: Sandy La Caille TS
Analysis Period: Mitigated Future (2025) Background
Time Period: Morning Peak Hour
Project #: UT20-1706

Intersection: SR-210 & Wasatch Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	206	211	103	1.2	A
	Subtotal	206	211	102	1.2	A
SB	T	815	826	101	36.4	D
	R	430	433	101	8.9	A
	Subtotal	1,245	1,259	101	26.9	C
EB	L	885	881	100	34.7	C
	R	15	16	108	16.8	B
	Subtotal	900	897	100	34.4	C
Total		2,350	2,367	101	27.5	C

Intersection: Wasatch Boulevard & La Caille Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	785	785	100	1.3	A
	R	5	7	133	0.9	A
	Subtotal	790	792	100	1.3	A
SB	L	5	4	76	10.2	B
	T	450	455	101	1.5	A
	Subtotal	455	459	101	1.6	A
WB	L	5	4	76	13.2	B
	R	5	5	95	5.1	A
	Subtotal	10	9	90	8.7	A
Total		1,256	1,260	100	1.4	A

SimTraffic LOS Report

Project: Sandy La Caille TS
Analysis Period: Mitigated Future (2025) Background
Time Period: Morning Peak Hour
Project #: UT20-1706

Intersection: SR-209 & SR-210
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	120	114	95	18.2	B
	T	635	649	102	23.4	C
	R	75	79	105	14.8	B
	Subtotal	830	842	101	21.9	C
WB	L	95	95	100	18.6	B
	T	110	106	97	4.7	A
	R	10	10	98	1.6	A
	Subtotal	215	211	98	10.8	B
NE	L	70	74	106	42.7	D
	T	30	29	96	41.0	D
	R	515	525	102	28.9	C
	Subtotal	615	628	102	29.4	C
SW	L	10	12	117	21.1	C
	T	10	12	117	21.8	C
	R	25	26	104	5.6	A
	Subtotal	45	50	111	13.2	B
Total		1,706	1,731	101	23.2	C

Intersection: Project Access & SR-210
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	825	837	101	2.0	A
	R	5	6	114	0.9	A
	Subtotal	830	843	102	2.0	A
WB	L	5	5	95	9.2	A
	T	200	205	102	2.7	A
	Subtotal	205	210	102	2.9	A
NE	L	5	5	95	11.2	B
	R	5	6	114	7.5	A
	Subtotal	10	11	110	9.2	A
Total		1,046	1,064	102	2.3	A

1: SR-210 & Wasatch Boulevard Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.2
Denied De/Veh (s)	0.6	0.1	0.0	0.2	0.3	0.3
Total Delay (hr)	8.7	0.1	0.1	8.6	1.1	18.5
Total De/Veh (s)	34.7	16.8	1.2	36.4	8.9	27.5
Vehicles Entered	883	16	210	828	434	2371
Vehicles Exited	881	16	211	828	433	2367
Hourly Exit Rate	881	16	211	828	433	2367
Input Volume	885	15	206	815	430	2350
% of Volume	100	108	103	101	101	101

2: Wasatch Boulevard & La Caille Access Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.2
Denied De/Veh (s)	0.1	0.1	0.7	0.5	0.2	0.0	0.4
Total Delay (hr)	0.0	0.0	0.3	0.0	0.0	0.2	0.5
Total De/Veh (s)	13.2	5.1	1.3	0.9	10.2	1.5	1.4
Vehicles Entered	4	5	784	6	4	454	1257
Vehicles Exited	4	5	785	7	4	455	1260
Hourly Exit Rate	4	5	785	7	4	455	1260
Input Volume	5	5	785	5	5	450	1256
% of Volume	76	95	100	133	76	101	100

3: SR-209 & SR-210 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Denied De/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.5	0.5	0.1	0.2	0.1
Total Delay (hr)	0.6	4.3	0.3	0.5	0.1	0.0	0.9	0.4	4.2	0.1	0.1	0.0
Total De/Veh (s)	18.2	23.4	14.8	18.6	4.7	1.6	42.7	41.0	26.9	21.1	21.8	5.6
Vehicles Entered	114	650	79	95	106	10	73	30	526	12	12	26
Vehicles Exited	114	649	79	95	106	10	74	29	525	12	12	26
Hourly Exit Rate	114	649	79	95	106	10	74	29	525	12	12	26
Input Volume	120	635	75	95	110	10	70	30	515	10	10	25
% of Volume	95	102	105	100	97	98	106	96	102	117	117	104

3: SR-209 & SR-210 Performance by movement

Movement	All
Denied Delay (hr)	0.1
Denied De/Veh (s)	0.2
Total Delay (hr)	11.6
Total De/Veh (s)	23.2
Vehicles Entered	1733
Vehicles Exited	1731
Hourly Exit Rate	1731
Input Volume	1708
% of Volume	101

4: Project Access & SR-210 Performance by movement

Movement	EBT	EBR	WBL	WBT	NEL	NEP	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied De/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.5	0.0	0.0	0.2	0.0	0.0	0.7
Total De/Veh (s)	2.0	0.9	9.2	2.7	11.2	7.5	2.3
Vehicles Entered	836	6	5	203	5	6	1061
Vehicles Exited	837	6	5	205	5	6	1064
Hourly Exit Rate	837	6	5	205	5	6	1064
Input Volume	825	5	5	200	5	5	1046
% of Volume	101	114	95	102	95	114	102

Total Network Performance

Denied Delay (hr)	0.5
Denied De/Veh (s)	0.6
Total Delay (hr)	43.4
Total De/Veh (s)	47.1
Vehicles Entered	3097
Vehicles Exited	3096
Hourly Exit Rate	3096
Input Volume	14092
% of Volume	22

Intersection: 1: SR-210 & Wasatch Boulevard

Movement	EB	EB	SB	SB
Directions Served	L	R	T	T
Maximum Queue (ft)	350	753	387	347
Average Queue (ft)	301	209	218	163
95th Queue (ft)	399	652	352	306
Link Distance (ft)		2832	5003	5003
Upstream Blk Time (%)				
Queueing Penalty (veh)				
Storage Bay Dist (ft)	250			
Storage Blk Time (%)	20			
Queueing Penalty (veh)	3			

Intersection: 2: Wasatch Boulevard & La Caille Access

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	18	33
Average Queue (ft)	4	4
95th Queue (ft)	15	20
Link Distance (ft)	634	
Upstream Blk Time (%)		
Queueing Penalty (veh)		
Storage Bay Dist (ft)		120
Storage Blk Time (%)		
Queueing Penalty (veh)		

Intersection: 3: SR-209 & SR-210

Movement	EB	EB	WB	WB	NE	SW
Directions Served	L	TR	L	TR	LT	LTR
Maximum Queue (ft)	199	456	76	74	118	57
Average Queue (ft)	46	161	33	20	46	17
95th Queue (ft)	138	339	66	53	90	41
Link Distance (ft)		3539		2079	13898	234
Upstream Blk Time (%)						
Queueing Penalty (veh)						
Storage Bay Dist (ft)	100		125			
Storage Blk Time (%)	0	13		0		
Queueing Penalty (veh)	0	16		0		

Intersection: 4: Project Access & SR-210

Movement	WB	NE
Directions Served	LT	LR
Maximum Queue (ft)	60	24
Average Queue (ft)	5	6
95th Queue (ft)	33	22
Link Distance (ft)	3539	562
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 19

SimTraffic LOS Report

Project: Sandy La Caille TS
Analysis Period: Future (2025) Plus Project
Time Period: Morning Peak Hour
Project #: UT20-1706

Intersection: SR-210 & Wasatch Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	188	182	97	1.7	A
	Subtotal	188	182	97	1.7	A
SB	T	837	859	103	34.6	C
	R	444	447	101	9.1	A
	Subtotal	1,281	1,306	102	25.9	C
EB	L	924	922	100	33.7	C
	R	66	68	103	18.2	B
	Subtotal	990	990	100	32.6	C
Total		2,459	2,478	101	26.8	C

Intersection: Wasatch Boulevard & La Caille Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	858	858	100	1.5	A
	R	12	12	98	1.0	A
	Subtotal	870	870	100	1.5	A
SB	L	17	14	84	8.7	A
	T	452	458	101	1.6	A
	Subtotal	469	472	101	1.8	A
WB	L	14	16	116	18.6	C
	R	22	22	100	10.0	A
	Subtotal	36	38	106	13.6	B
Total		1,375	1,380	100	1.9	A

SimTraffic LOS Report

Project: Sandy La Caille TS
Analysis Period: Future (2025) Plus Project
Time Period: Morning Peak Hour
Project #: UT20-1706

Intersection: SR-209 & SR-210
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	463	469	101	15.9	B
	R	115	120	105	9.2	A
	Subtotal	578	589	102	14.5	B
WB	L	87	89	103	9.5	A
	T	93	90	97	2.6	A
	Subtotal	180	179	99	6.0	A
NE	L	111	110	99	44.9	D
	R	439	440	100	24.2	C
	Subtotal	550	550	100	28.3	C
Total		1,307	1,318	101	19.4	B

Intersection: SR-210 & La Caille Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	16	15	95	23.9	C
	R	10	12	117	2.5	A
	Subtotal	26	27	104	14.4	B
NW	L	34	36	105	7.6	A
	T	172	164	95	1.5	A
	Subtotal	206	200	97	2.6	A
SE	T	570	580	102	1.7	A
	R	15	14	95	0.5	A
	Subtotal	585	594	102	1.7	A
Total		817	821	100	2.3	A

SimTraffic LOS Report

Project: Sandy La Caille TS
Analysis Period: Future (2025) Plus Project
Time Period: Morning Peak Hour
Project #: UT20-1706

Intersection: P1 Out & SR-210
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	176	170	97	0.7	A
	R	12	10	82	0.4	A
	Subtotal	188	180	96	0.7	A
SE	T	543	556	102	1.1	A
	Subtotal	543	556	102	1.1	A
NE	R	35	33	94	2.2	A
	Subtotal	35	33	94	2.2	A
Total		766	769	100	1.1	A

Intersection: SR-210 & P1 In
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
WB	R	12	12	98	0.1	A
	Subtotal	12	12	100	0.1	A
NW	T	174	168	96	0.4	A
	Subtotal	174	168	97	0.4	A
SE	T	554	567	102	0.3	A
	R	140	144	103	0.9	A
	Subtotal	694	711	102	0.4	A
Total		880	891	101	0.4	A

SimTraffic LOS Report

Project: Sandy La Caille TS
Analysis Period: Future (2025) Plus Project
Time Period: Morning Peak Hour
Project #: UT20-1706

Intersection: P2 In & SR-210 & P2 Out
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
WB	R	2	2	100	0.8	A
	Subtotal	2	2	100	0.8	A
NW	T	186	180	97	0.1	A
	Subtotal	186	180	97	0.1	A
SE	T	683	701	103	1.9	A
	R	220	226	103	1.2	A
	Subtotal	903	927	103	1.7	A
Total		1,092	1,109	102	1.5	A

Intersection: La Caille Lane & P6
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	12	12	104	0.1	A
	R	10	11	107	0.1	A
	Subtotal	22	23	105	0.1	A
SE	T	12	12	99	0.0	A
	Subtotal	12	12	100	0.0	A
Total		34	35	103	0.1	A

SimTraffic LOS Report

Project: Sandy La Caille TS
Analysis Period: Future (2025) Plus Project
Time Period: Morning Peak Hour
Project #: UT20-1706

Intersection: P5 & La Caille Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	3	2	67	2.3	A
	T	31	35	112	0.6	A
	R	15	13	88	0.5	A
	Subtotal	49	50	102	0.6	A
SE	T	12	12	98	0.0	A
	Subtotal	12	12	100	0.0	A
	R	4	4	100	2.7	A
NE	Subtotal	4	4	100	2.7	A
Total		65	66	101	0.6	A

1: SR-210 & Wasatch Boulevard Performance by movement

Movement	EBL	EBR	NBT	SBT	SBR	All
Denied Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.2
Denied De/Veh (s)	0.5	0.2	0.0	0.2	0.3	0.3
Total Delay (hr)	8.8	0.3	0.1	8.5	1.2	18.9
Total De/Veh (s)	33.7	18.2	1.7	34.8	9.1	26.8
Vehicles Entered	919	68	182	857	446	2472
Vehicles Exited	922	68	182	859	447	2478
Hourly Exit Rate	922	68	182	859	447	2478
Input Volume	924	66	188	837	444	2459
% of Volume	100	103	97	103	101	101

2: Wasatch Boulevard & La Caille Access Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.2	0.0	0.0	0.0	0.2
Denied De/Veh (s)	0.1	0.1	0.7	0.7	0.1	0.0	0.5
Total Delay (hr)	0.1	0.1	0.4	0.0	0.0	0.2	0.8
Total De/Veh (s)	18.6	10.0	1.5	1.0	8.7	1.6	1.9
Vehicles Entered	15	21	859	12	14	458	1379
Vehicles Exited	16	22	858	12	14	458	1380
Hourly Exit Rate	16	22	858	12	14	458	1380
Input Volume	14	22	858	12	17	452	1375
% of Volume	116	100	100	98	84	101	100

3: SR-209 & SR-210 Performance by movement

Movement	EBT	EBR	WBL	WBT	NEL	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Denied De/Veh (s)	0.0	0.0	0.0	0.0	0.4	0.4	0.2
Total Delay (hr)	2.1	0.3	0.2	0.1	1.5	3.2	7.4
Total De/Veh (s)	15.9	9.2	9.5	2.8	44.9	24.2	19.4
Vehicles Entered	470	119	89	90	110	438	1316
Vehicles Exited	469	120	89	90	110	440	1318
Hourly Exit Rate	469	120	89	90	110	440	1318
Input Volume	463	115	87	93	111	439	1307
% of Volume	101	105	103	97	99	100	101

4: SR-210 & La Caille Lane Performance by movement

Movement	EBL	EBR	SET	SER	NWL	NWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied De/Veh (s)	0.1	1.6	0.0	0.0	0.1	0.0	0.0
Total Delay (hr)	0.1	0.0	0.3	0.0	0.1	0.1	0.5
Total De/Veh (s)	23.9	2.5	1.7	0.5	7.6	1.5	2.3
Vehicles Entered	15	12	580	14	36	164	821
Vehicles Exited	15	12	580	14	36	164	821
Hourly Exit Rate	15	12	580	14	36	164	821
Input Volume	16	10	570	15	34	172	817
% of Volume	95	117	102	95	105	95	100

5: P1 Out & SR-210 Performance by movement

Movement	SET	NWT	NWR	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied De/Veh (s)	0.0	0.0	0.6	0.1	0.0
Total Delay (hr)	0.2	0.0	0.0	0.0	0.2
Total De/Veh (s)	1.1	0.7	0.4	2.2	1.1
Vehicles Entered	555	170	10	33	768
Vehicles Exited	556	170	10	33	769
Hourly Exit Rate	556	170	10	33	769
Input Volume	543	176	12	35	766
% of Volume	102	97	82	94	100

6: SR-210 & P1 In Performance by movement

Movement	WBR	SET	SER	NWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied De/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total De/Veh (s)	0.1	0.3	0.9	0.4	0.4
Vehicles Entered	12	567	144	168	891
Vehicles Exited	12	567	144	168	891
Hourly Exit Rate	12	567	144	168	891
Input Volume	12	554	140	174	880
% of Volume	98	102	103	96	101

7: P2 In & SR-210 & P2 Out Performance by movement

Movement	WBR	SET	SEB	NWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied De/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.4	0.1	0.0	0.5
Total De/Veh (s)	0.8	1.9	1.2	0.1	1.5
Vehicles Entered	2	702	226	181	1111
Vehicles Exited	2	701	226	180	1109
Hourly Exit Rate	2	701	226	180	1109
Input Volume	2	683	220	186	1092
% of Volume	100	103	103	97	102

8: La Caille Lane & P6 Performance by movement

Movement	SET	NWT	NWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied De/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total De/Veh (s)	0.0	0.1	0.1	0.1
Vehicles Entered	12	12	11	35
Vehicles Exited	12	12	11	35
Hourly Exit Rate	12	12	11	35
Input Volume	12	12	10	34
% of Volume	98	104	107	103

9: P5 & La Caille Lane Performance by movement

Movement	SET	NWL	NWT	NWR	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied De/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Total De/Veh (s)	0.0	2.3	0.6	0.5	2.7	0.6
Vehicles Entered	12	2	35	13	4	66
Vehicles Exited	12	2	35	13	4	66
Hourly Exit Rate	12	2	35	13	4	66
Input Volume	12	3	31	15	4	65
% of Volume	98	67	112	88	100	101

Sandy La Caille TS
Future (2025) Plus Project

Morning Peak Hour
09/17/2020

Total Network Performance

Denied Delay (hr)	0.5
Denied DelVeh (s)	0.6
Total Delay (hr)	38.9
Total DelVeh (s)	41.4
Vehicles Entered	3166
Vehicles Exited	3173
Hourly Exit Rate	3173
Input Volume	16180
% of Volume	20

Intersection: 1: SR-210 & Wasatch Boulevard

Movement	EB	EB	SB	SB
Directions Served	L	R	T	T
Maximum Queue (ft)	350	743	334	338
Average Queue (ft)	307	230	177	187
95th Queue (ft)	402	661	295	307
Link Distance (ft)		2832	5003	5003
Upstream Blk Time (%)				
Queueing Penalty (veh)				
Storage Bay Dist (ft)	250			
Storage Blk Time (%)	20			
Queueing Penalty (veh)	13			

Intersection: 2: Wasatch Boulevard & La Caille Access

Movement	WB	NB	SB
Directions Served	LR	TR	L
Maximum Queue (ft)	48	2	40
Average Queue (ft)	14	0	9
95th Queue (ft)	34	2	34
Link Distance (ft)	634	1019	
Upstream Blk Time (%)			
Queueing Penalty (veh)			
Storage Bay Dist (ft)		120	
Storage Blk Time (%)			
Queueing Penalty (veh)			

Intersection: 3: SR-209 & SR-210

Movement	EB	WB	WB	NE
Directions Served	TR	L	T	L
Maximum Queue (ft)	256	77	46	148
Average Queue (ft)	105	35	11	65
95th Queue (ft)	203	62	37	114
Link Distance (ft)	2647		2117	13878
Upstream Blk Time (%)				
Queueing Penalty (veh)				
Storage Bay Dist (ft)		125		
Storage Blk Time (%)		0		
Queueing Penalty (veh)		0		

Intersection: 4: SR-210 & La Caille Lane

Movement	EB	EB	SE	SE	NW	NW
Directions Served	L	R	T	TR	L	T
Maximum Queue (ft)	42	25	108	38	70	59
Average Queue (ft)	11	7	22	3	15	7
95th Queue (ft)	35	25	75	21	46	34
Link Distance (ft)	440		274	274		840
Upstream Blk Time (%)						
Queueing Penalty (veh)						
Storage Bay Dist (ft)		200			200	
Storage Blk Time (%)						
Queueing Penalty (veh)						

Intersection: 5: P1 Out & SR-210

Movement	NE
Directions Served	R
Maximum Queue (ft)	42
Average Queue (ft)	17
95th Queue (ft)	39
Link Distance (ft)	101
Upstream Blk Time (%)	
Queueing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queueing Penalty (veh)	

Intersection: 6: SR-210 & P1 In

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queueing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queueing Penalty (veh)	

Intersection: 7: P2 In & SR-210 & P2 Out

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 8: La Caille Lane & P6

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9: P5 & La Caille Lane

Movement	NE
Directions Served	LTR
Maximum Queue (ft)	28
Average Queue (ft)	4
95th Queue (ft)	20
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 13

SimTraffic LOS Report

Project: Sandy La Caille TS
Analysis Period: Future (2050) Background
Time Period: Morning Peak Hour
Project #: UT20-1706

Intersection: SR-210 & Wasatch Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	67.1	E
	T	270	267	99	17.6	B
	Subtotal	280	277	99	19.4	B
SB	T	1,110	1,120	101	36.8	D
	R	580	581	100	12.7	B
	Subtotal	1,690	1,701	101	28.6	C
EB	L	1,195	1,195	100	28.6	C
	R	20	20	101	7.8	A
	Subtotal	1,215	1,215	100	28.3	C
Total		3,185	3,193	100	27.7	C

Intersection: Wasatch Boulevard & La Caille Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,100	1,104	100	0.7	A
	R	10	9	98	0.5	A
	Subtotal	1,110	1,113	100	0.7	A
SB	L	10	9	99	9.7	A
	T	600	602	100	1.3	A
	Subtotal	610	611	100	1.4	A
WB	L	10	9	88	24.8	C
	R	10	10	98	8.3	A
	Subtotal	20	19	95	16.1	C
Total		1,741	1,743	100	1.1	A

SimTraffic LOS Report

Project: Sandy La Caille TS
Analysis Period: Future (2050) Background
Time Period: Morning Peak Hour
Project #: UT20-1706

Intersection: SR-209 & SR-210
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	165	164	100	39.3	D
	T	860	859	100	45.6	D
	R	105	109	104	37.5	D
	Subtotal	1,130	1,132	100	43.9	D
WB	L	130	120	92	39.2	D
	T	150	145	97	5.4	A
	R	15	17	115	2.7	A
	Subtotal	295	282	96	19.6	B
NE	L	95	96	101	74.8	E
	T	40	40	101	81.2	F
	R	695	700	101	31.3	C
	Subtotal	830	836	101	38.7	D
SW	L	15	15	102	46.6	D
	T	15	15	102	49.9	D
	R	35	34	96	15.2	B
	Subtotal	65	64	98	30.7	C
Total		2,320	2,314	100	38.8	D

Intersection: Project Access & SR-210
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	1,125	1,135	101	2.2	A
	R	5	6	114	0.9	A
	Subtotal	1,130	1,141	101	2.2	A
WB	L	5	5	95	8.6	A
	T	276	274	99	3.1	A
	Subtotal	281	279	99	3.2	A
NE	L	5	4	76	18.9	C
	R	5	5	95	8.4	A
	Subtotal	10	9	90	13.6	B
Total		1,422	1,429	100	2.4	A

1: SR-210 & Wasatch Boulevard Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.1	0.2
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.3	0.4	0.2
Total Delay (hr)	9.7	0.0	0.2	1.3	11.8	2.1	25.1
Total Del/Veh (s)	28.6	7.8	67.1	17.6	36.8	12.7	27.7
Vehicles Entered	1197	20	11	288	1121	581	3196
Vehicles Exited	1195	20	10	267	1120	581	3193
Hourly Exit Rate	1195	20	10	267	1120	581	3193
Input Volume	1195	20	10	270	1110	580	3185
% of Volume	100	101	98	99	101	100	100

2: Wasatch Boulevard & La Caille Access Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.2	0.2	0.3	0.1	0.0	0.1
Total Delay (hr)	0.1	0.0	0.2	0.0	0.0	0.2	0.6
Total Del/Veh (s)	24.8	8.3	0.7	0.5	9.7	1.3	1.1
Vehicles Entered	9	10	1103	9	9	602	1742
Vehicles Exited	9	10	1104	9	9	602	1743
Hourly Exit Rate	9	10	1104	9	9	602	1743
Input Volume	10	10	1100	10	10	600	1741
% of Volume	88	98	100	88	88	100	100

3: SR-209 & SR-210 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.7	0.8	0.8	0.2	0.1	0.2
Total Delay (hr)	1.8	11.2	1.2	1.3	0.2	0.0	2.2	1.0	6.6	0.2	0.2	0.1
Total Del/Veh (s)	39.3	45.6	37.5	39.2	5.4	2.7	74.8	81.2	31.3	46.6	49.9	15.2
Vehicles Entered	165	864	110	120	145	17	98	39	704	15	15	34
Vehicles Exited	164	859	109	120	145	17	96	40	700	15	15	34
Hourly Exit Rate	164	859	109	120	145	17	96	40	700	15	15	34
Input Volume	165	860	105	130	150	15	95	40	695	15	15	35
% of Volume	100	100	104	92	97	115	101	101	101	102	102	96

3: SR-209 & SR-210 Performance by movement

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.3
Total Delay (hr)	26.1
Total Del/Veh (s)	38.8
Vehicles Entered	2326
Vehicles Exited	2314
Hourly Exit Rate	2314
Input Volume	2320
% of Volume	100

4: Project Access & SR-210 Performance by movement

Movement	EBT	EBR	WBL	WBT	NEL	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied De/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.7	0.0	0.0	0.2	0.0	0.0	1.0
Total De/Veh (s)	2.2	0.9	8.6	3.1	18.9	9.4	2.4
Vehicles Entered	1134	6	5	271	4	5	1425
Vehicles Exited	1135	6	5	274	4	5	1429
Hourly Exit Rate	1135	6	5	274	4	5	1429
Input Volume	1125	5	5	276	5	5	1422
% of Volume	101	114	95	99	76	95	100

Total Network Performance

Denied Delay (hr)	0.5
Denied De/Veh (s)	0.4
Total Delay (hr)	75.2
Total De/Veh (s)	60.7
Vehicles Entered	4155
Vehicles Exited	4133
Hourly Exit Rate	4133
Input Volume	19200
% of Volume	22

Intersection: 1: SR-210 & Wasatch Boulevard

Movement	EB	EB	EB	NB	NB	SB	SB
Directions Served	L	L	R	L	T	T	T
Maximum Queue (ft)	333	364	42	55	202	451	415
Average Queue (ft)	210	228	7	13	90	271	216
95th Queue (ft)	306	322	29	41	172	407	363
Link Distance (ft)		2821	2821		1881	4997	4997
Upstream Blk Time (%)							
Queueing Penalty (veh)							
Storage Bay Dist (ft)	250			100			
Storage Blk Time (%)	2	5			7		
Queueing Penalty (veh)	12	29			1		

Intersection: 2: Wasatch Boulevard & La Caille Access

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	41	33
Average Queue (ft)	8	7
95th Queue (ft)	26	27
Link Distance (ft)	614	
Upstream Blk Time (%)		
Queueing Penalty (veh)		
Storage Bay Dist (ft)		120
Storage Blk Time (%)		
Queueing Penalty (veh)		

Intersection: 3: SR-209 & SR-210

Movement	EB	EB	WB	WB	NE	NE	SW
Directions Served	L	TR	L	TR	LT	R	LTR
Maximum Queue (ft)	200	1061	158	144	247	30	105
Average Queue (ft)	102	448	60	31	100	1	30
95th Queue (ft)	237	1008	118	90	195	31	71
Link Distance (ft)		3539		2083	13898		233
Upstream Blk Time (%)							
Queueing Penalty (veh)							
Storage Bay Dist (ft)	100		125			200	
Storage Blk Time (%)	1	27	2	0	1		
Queueing Penalty (veh)	5	44	3	0	7		

Intersection: 4: Project Access & SR-210

Movement	WB	NE
Directions Served	LT	LR
Maximum Queue (ft)	60	25
Average Queue (ft)	5	5
95th Queue (ft)	32	20
Link Distance (ft)	3539	562
Upstream Blk Time (%)		
Queueing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queueing Penalty (veh)		

Intersection: 10: Bend

Movement	EB	EB
Directions Served	T	
Maximum Queue (ft)	459	82
Average Queue (ft)	39	3
95th Queue (ft)	286	70
Link Distance (ft)	2083	2083
Upstream Blk Time (%)		
Queueing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queueing Penalty (veh)		

Network Summary

Network wide Queueing Penalty: 101

SimTraffic LOS Report

Project: Sandy La Caille TS
Analysis Period: Future (2050) Plus Project
Time Period: Morning Peak Hour
Project #: UT20-1706

Intersection: SR-210 & Wasatch Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	11	107	46.9	D
	T	237	234	99	15.7	B
	Subtotal	247	245	99	17.1	B
SB	T	1,132	1,126	99	27.0	C
	R	594	597	100	12.4	B
	Subtotal	1,726	1,723	100	21.9	C
EB	L	1,241	1,258	101	30.1	C
	R	88	89	101	11.5	B
	Subtotal	1,329	1,347	101	28.9	C
Total		3,302	3,315	100	24.4	C

Intersection: Wasatch Boulevard & La Caille Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	1,197	1,215	101	0.4	A
	R	17	18	107	0.1	A
	Subtotal	1,214	1,233	102	0.4	A
SB	L	22	23	105	13.1	B
	T	602	605	101	1.2	A
	Subtotal	624	628	101	1.6	A
WB	L	19	17	91	21.7	C
	R	27	29	107	8.1	A
	Subtotal	46	46	100	13.1	B
Total		1,884	1,907	101	1.1	A

SimTraffic LOS Report

Project: Sandy La Caille TS
Analysis Period: Future (2050) Plus Project
Time Period: Morning Peak Hour
Project #: UT20-1706

Intersection: SR-209 & SR-210
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	628	626	100	21.3	C
	R	153	153	100	13.7	B
	Subtotal	781	779	100	19.8	B
WB	L	120	121	101	15.6	B
	T	126	128	101	3.3	A
	Subtotal	246	249	101	9.3	A
NE	L	141	142	101	62.8	E
	R	593	595	100	29.3	C
	Subtotal	734	737	100	35.8	D
Total		1,761	1,765	100	25.3	C

Intersection: SR-210 & La Caille Lane
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	L	16	15	95	38.0	D
	R	10	11	107	2.7	A
	Subtotal	26	26	100	23.1	C
NW	L	39	41	106	10.1	B
	T	230	233	101	1.8	A
	Subtotal	269	274	102	3.0	A
SE	T	772	773	100	1.8	A
	R	15	15	102	0.5	A
	Subtotal	787	788	100	1.8	A
Total		1,082	1,088	101	2.6	A

SimTraffic LOS Report

Project: Sandy La Caille TS
Analysis Period: Future (2050) Plus Project
Time Period: Morning Peak Hour
Project #: UT20-1706

Intersection: P1 Out & SR-210
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	233	232	100	0.8	A
	R	12	15	122	0.4	A
	Subtotal	245	247	101	0.8	A
SE	T	736	738	100	1.3	A
	Subtotal	736	738	100	1.3	A
NE	R	43	41	96	2.3	A
	Subtotal	43	41	96	2.3	A
Total		1,024	1,026	100	1.2	A

Intersection: P1 In & SR-210
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
WB	R	12	12	98	0.1	A
	Subtotal	12	12	100	0.1	A
NW	T	232	230	99	0.4	A
	Subtotal	232	230	99	0.4	A
SE	T	751	752	100	0.3	A
	R	184	178	97	1.0	A
	Subtotal	935	930	99	0.4	A
Total		1,179	1,172	99	0.4	A

SimTraffic LOS Report

Project: Sandy La Caille TS
Analysis Period: Future (2050) Plus Project
Time Period: Morning Peak Hour
Project #: UT20-1706

Intersection: P2 In & SR-210 & P2 Out
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
WB	R	3	4	133	0.6	A
	Subtotal	3	4	133	0.6	A
NW	T	244	242	99	0.2	A
	Subtotal	244	242	99	0.2	A
SE	T	920	920	100	2.1	A
	R	300	296	99	1.5	A
	Subtotal	1,220	1,216	100	2.0	A
Total		1,468	1,462	100	1.6	A

Intersection: La Caille Lane & P6
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	10	10	98	0.2	A
	R	14	15	109	0.1	A
	Subtotal	24	25	104	0.1	A
SE	T	12	12	99	0.0	A
	Subtotal	12	12	100	0.0	A
Total		36	37	102	0.1	A

SimTraffic LOS Report

Project: Sandy La Caille TS
Analysis Period: Future (2050) Plus Project
Time Period: Morning Peak Hour
Project #: UT20-1706

Intersection: P5 & La Caille Lane
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	34	36	107	0.7	A
	R	20	20	101	0.6	A
	Subtotal	54	56	104	0.7	A
SE	T	12	12	98	0.0	A
	Subtotal	12	12	100	0.0	A
NE	R	4	4	100	2.5	A
	Subtotal	4	4	100	2.5	A
Total		70	72	103	0.6	A

1: SR-210 & Wasatch Boulevard Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SGR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.1	0.2
Denied De/Veh (s)	0.1	0.0	0.0	0.0	0.3	0.4	0.2
Total Delay (hr)	10.7	0.3	0.2	1.0	8.7	2.1	23.0
Total De/Veh (s)	30.1	11.5	48.9	15.7	27.0	12.4	24.4
Vehicles Entered	1256	89	12	234	1126	598	3315
Vehicles Exited	1258	89	11	234	1126	597	3315
Hourly Exit Rate	1258	89	11	234	1126	597	3315
Input Volume	1241	88	10	237	1132	594	3302
% of Volume	101	101	107	99	99	100	100

2: Wasatch Boulevard & La Caille Access Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied De/Veh (s)	0.2	0.1	0.0	0.0	0.2	0.0	0.0
Total Delay (hr)	0.1	0.1	0.1	0.0	0.1	0.2	0.6
Total De/Veh (s)	21.7	8.1	0.4	0.1	13.1	1.2	1.1
Vehicles Entered	17	29	1214	18	23	606	1907
Vehicles Exited	17	29	1215	18	23	605	1907
Hourly Exit Rate	17	29	1215	18	23	605	1907
Input Volume	19	27	1197	17	22	602	1884
% of Volume	91	107	101	107	105	101	101

3: SR-209 & SR-210 Performance by movement

Movement	EBT	EBR	WBL	WBT	NEL	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Denied De/Veh (s)	0.0	0.0	0.0	0.0	0.6	0.6	0.2
Total Delay (hr)	3.8	0.6	0.5	0.1	2.7	5.2	12.8
Total De/Veh (s)	21.3	13.7	15.6	3.3	62.8	29.3	25.3
Vehicles Entered	628	153	122	128	140	593	1764
Vehicles Exited	626	153	121	128	142	595	1765
Hourly Exit Rate	626	153	121	128	142	595	1765
Input Volume	628	153	120	126	141	593	1761
% of Volume	100	100	101	101	101	100	100

4: SR-210 & La Caille Lane Performance by movement

Movement	EBL	EBR	SET	SER	NWL	NWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied De/Veh (s)	0.0	1.3	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.4	0.0	0.1	0.1	0.8
Total De/Veh (s)	38.0	2.7	1.8	0.5	10.1	1.8	2.6
Vehicles Entered	15	11	773	15	40	233	1087
Vehicles Exited	15	11	773	15	41	233	1088
Hourly Exit Rate	15	11	773	15	41	233	1088
Input Volume	16	10	772	15	39	230	1082
% of Volume	95	107	100	102	106	101	101

5: P1 Out & SR-210 Performance by movement

Movement	SET	NWT	NWR	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied De/Veh (s)	0.0	0.0	0.3	0.1	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.3
Total De/Veh (s)	1.3	0.8	0.4	2.3	1.2
Vehicles Entered	737	232	15	41	1025
Vehicles Exited	738	232	15	41	1026
Hourly Exit Rate	738	232	15	41	1026
Input Volume	736	233	12	43	1024
% of Volume	100	100	122	96	100

6: P1 In & SR-210 Performance by movement

Movement	WBR	SET	SER	NWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied De/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.1
Total De/Veh (s)	0.1	0.3	1.0	0.4	0.4
Vehicles Entered	12	752	179	230	1173
Vehicles Exited	12	752	178	230	1172
Hourly Exit Rate	12	752	178	230	1172
Input Volume	12	751	184	232	1179
% of Volume	98	100	97	99	99

7: P2 In & SR-210 & P2 Out Performance by movement

Movement	WBR	SET	SEB	NWT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied De/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.5	0.1	0.0	0.7
Total De/Veh (s)	0.6	2.1	1.5	0.2	1.6
Vehicles Entered	4	920	295	242	1461
Vehicles Exited	4	920	296	242	1462
Hourly Exit Rate	4	920	296	242	1462
Input Volume	3	920	300	244	1468
% of Volume	133	100	99	99	100

8: La Caille Lane & P6 Performance by movement

Movement	SET	NWT	NWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied De/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total De/Veh (s)	0.0	0.2	0.1	0.1
Vehicles Entered	12	10	15	37
Vehicles Exited	12	10	15	37
Hourly Exit Rate	12	10	15	37
Input Volume	12	10	14	36
% of Volume	98	98	109	102

9: P5 & La Caille Lane Performance by movement

Movement	SET	NWT	NWR	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied De/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total De/Veh (s)	0.0	0.7	0.6	2.5	0.6
Vehicles Entered	12	36	20	4	72
Vehicles Exited	12	36	20	4	72
Hourly Exit Rate	12	36	20	4	72
Input Volume	12	34	20	4	70
% of Volume	98	107	101	100	103

Total Network Performance

Denied Delay (hr)	0.4
Denied Del/Veh (s)	0.4
Total Delay (hr)	53.1
Total Del/Veh (s)	42.4
Vehicles Entered	4218
Vehicles Exited	4222
Hourly Exit Rate	4222
Input Volume	23800
% of Volume	18

Intersection: 1: SR-210 & Wasatch Boulevard

Movement	EB	EB	EB	NB	NB	SB	SB
Directions Served	L	L	R	L	T	T	T
Maximum Queue (ft)	318	482	196	52	194	287	305
Average Queue (ft)	201	233	39	11	82	167	177
95th Queue (ft)	300	461	214	38	159	251	264
Link Distance (ft)		2821	2821		2657	4997	4997
Upstream Blk Time (%)							
Queueing Penalty (veh)							
Storage Bay Dist (ft)	250			100			
Storage Blk Time (%)	2	4			5		
Queueing Penalty (veh)	15	28			0		

Intersection: 2: Wasatch Boulevard & La Caille Access

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	59	58
Average Queue (ft)	18	16
95th Queue (ft)	41	46
Link Distance (ft)	643	
Upstream Blk Time (%)		
Queueing Penalty (veh)		
Storage Bay Dist (ft)		120
Storage Blk Time (%)		
Queueing Penalty (veh)		

Intersection: 3: SR-209 & SR-210

Movement	EB	WB	WB	NE	NE
Directions Served	TR	L	T	L	R
Maximum Queue (ft)	442	109	82	196	29
Average Queue (ft)	180	50	18	100	1
95th Queue (ft)	331	93	57	165	30
Link Distance (ft)	2632		2072	13880	
Upstream Blk Time (%)					
Queueing Penalty (veh)					
Storage Bay Dist (ft)		125		200	
Storage Blk Time (%)		0	0	0	
Queueing Penalty (veh)		0	0	2	

Intersection: 4: SR-210 & La Caille Lane

Movement	EB	EB	SE	SE	NW	NW
Directions Served	L	R	T	TR	L	T
Maximum Queue (ft)	39	23	111	39	62	85
Average Queue (ft)	12	6	24	3	20	9
95th Queue (ft)	35	23	81	19	50	44
Link Distance (ft)	440		274	274		866
Upstream Blk Time (%)						
Queueing Penalty (veh)						
Storage Bay Dist (ft)		200			200	
Storage Blk Time (%)						
Queueing Penalty (veh)						

Intersection: 5: P1 Out & SR-210

Movement	NW	NE
Directions Served	R	R
Maximum Queue (ft)	8	41
Average Queue (ft)	0	21
95th Queue (ft)	8	42
Link Distance (ft)		101
Upstream Blk Time (%)		
Queueing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queueing Penalty (veh)	0	

Intersection: 6: P1 In & SR-210

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queueing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queueing Penalty (veh)	

Intersection: 7: P2 In & SR-210 & P2 Out

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 8: La Caille Lane & P6

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9: P5 & La Caille Lane

Movement	NE
Directions Served	LTR
Maximum Queue (ft)	31
Average Queue (ft)	4
95th Queue (ft)	20
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: Bend

Movement	EB
Directions Served	T
Maximum Queue (ft)	4
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	2072
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 46

APPENDIX C

Site Plan

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report		HALES ENGINEERING innovative transportation solutions	
Project: Sandy La Caille TS			
Analysis: Existing (2020) Background			
Time Period: Morning Peak Hour			
95 th Percentile Queue Length (feet)			
		Project #: UT20-1706	

Intersection	NE			SB	WB	EB			WB		
	LR	LTR	T			LR	LTR	T	LR	LTR	T
01: SR-210 & Wasatch Boulevard	--	--	--	913	2,229	--	391	1,710	--	--	--
02: Wasatch Boulevard & La Caille Access	--	--	--	9	--	--	--	--	9	--	--
03: SR-209 & SR-210	--	1,350	--	--	--	31	32	--	92	55	--
04: Project Access & SR-210	12	--	--	--	--	--	--	--	--	16	--

SimTraffic Queueing Report		HALES ENGINEERING innovative transportation solutions	
Project: Sandy La Caille TS			
Analysis: Mitigated Existing (2020) Background			
Time Period: Morning Peak Hour			
95 th Percentile Queue Length (feet)			
		Project #: UT20-1706	

Intersection	NE			SB	WB	EB			WB		
	LR	LT	R			LR	LT	R	LR	LT	R
01: SR-210 & Wasatch Boulevard	--	--	--	268	--	389	430	--	--	--	--
02: Wasatch Boulevard & La Caille Access	--	--	--	8	--	--	--	--	10	--	--
03: SR-209 & SR-210	--	103	202	--	--	33	40	--	83	51	--
04: Project Access & SR-210	12	--	--	--	--	--	--	--	--	13	--

SimTraffic Queueing Report		HALES ENGINEERING	
Project: Sandy La Caille TS		innovative transportation solutions	
Analysis: Future (2025) Background			
Time Period: Morning Peak Hour			
95 th Percentile Queue Length (feet)		Project #: UT20-1706	

Intersection	NE			SB			EB			WB		
	LR	LT	R	L	T	LTR	L	R	TR	L	LR	LT
01: SR-210 & Wasatch Boulevard	--	--	--	--	327	--	394	751	--	--	--	--
02: Wasatch Boulevard & La Caille Access	--	--	--	19	--	--	--	--	--	--	17	--
03: SR-209 & SR-210	--	125	144	--	--	40	33	--	110	59	--	--
04: Project Access & SR-210	20	--	--	--	--	--	--	--	--	--	--	25

SimTraffic Queueing Report		HALES ENGINEERING	
Project: Sandy La Caille TS		innovative transportation solutions	
Analysis: Mitigated Future (2025) Background			
Time Period: Morning Peak Hour			
95 th Percentile Queue Length (feet)		Project #: UT20-1706	

Intersection	NE			SB			EB			WB		
	LR	LT	R	L	T	LTR	L	R	TR	L	LR	LT
01: SR-210 & Wasatch Boulevard	--	--	--	329	--	399	652	--	--	--	--	--
02: Wasatch Boulevard & La Caille Access	--	--	--	20	--	--	--	--	--	15	--	--
03: SR-209 & SR-210	--	90	--	--	41	138	--	339	66	--	--	53
04: Project Access & SR-210	22	--	--	--	--	--	--	--	--	33	--	--

SimTraffic Queueing Report

Project: Sandy La Caille TS

Analysis: Future (2025) Plus Project

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet)**HALES ENGINEERING**
innovative transportation solutions

Project #: UT20-1706

Intersection	NB			NE			NW			SB			SE			EB			WB		
	TR	L	TR	R	L	T	L	T	T	TR	L	R	TR	L	R	TR	L	TR	L	TR	T
01: SR-210 & Wasatch Boulevard	--	--	--	--	--	--	--	--	--	301	--	--	402	661	--	--	--	--	--	--	--
02: Wasatch Boulevard & La Caille Access	2	--	--	--	--	--	34	--	--	--	--	--	--	--	--	--	--	34	--	--	--
03: SR-209 & SR-210	--	114	--	--	--	--	--	--	--	--	--	--	--	--	--	203	62	--	37	--	--
04: SR-210 & La Caille Lane	--	--	--	--	46	34	--	--	75	21	35	25	--	--	--	--	--	--	--	--	--
05: P1 Out & SR-210	--	--	--	39	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
09: P5 & La Caille Lane	--	--	20	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Sandy La Caille TS

Analysis: Future (2050) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet)**HALES ENGINEERING**
innovative transportation solutions

Project #: UT20-1706

Intersection	NB			NE			SB			EB			WB		
	L	T	LR	LT	R	L	T	LR	L	R	TR	L	LR	LT	TR
01: SR-210 & Wasatch Boulevard	41	172	--	--	--	--	385	--	314	29	--	--	--	--	--
02: Wasatch Boulevard & La Caille Access	--	--	--	--	--	27	--	--	--	--	--	26	--	--	--
03: SR-209 & SR-210	--	--	--	195	31	--	71	237	--	1,008	118	--	--	90	--
04: Project Access & SR-210	--	--	20	--	--	--	--	--	--	--	--	--	32	--	--

SimTraffic Queuing Report

Project: Sandy La Caille TS
Analysis: Future (2050) Plus Project
Time Period: Morning Peak Hour
95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT20-1706

Intersection	NB		NE			NW			SB		SE		EB			WB		
	L	T	L	LTR	R	L	R	T	L	T	T	TR	L	R	TR	L	LR	T
01: SR-210 & Wasatch Boulevard	38	159	--	--	--	--	--	--	--	258	--	--	381	214	--	--	--	--
02: Wasatch Boulevard & La Caille Access	--	--	--	--	--	--	--	--	46	--	--	--	--	--	--	--	41	--
03: SR-209 & SR-210	--	--	165	--	30	--	--	--	--	--	--	--	--	331	93	--	57	--
04: SR-210 & La Caille Lane	--	--	--	--	--	50	--	44	--	--	81	19	35	23	--	--	--	--
05: P1 Out & SR-210	--	--	--	--	42	--	8	--	--	--	--	--	--	--	--	--	--	--
09: P5 & La Caille Lane	--	--	--	20	--	--	--	--	--	--	--	--	--	--	--	--	--	--

COMMENT #: 13315
DATE: 9/2/21 9:40 PM
SOURCE: Website
NAME: Gay Lynn Bennion

COMMENT:

To: UDOT LCC EIS Consultant Team
September 2, 2021

Dear UDOT Personnel and Consultant Team,

We appreciate your time-intensive and thoughtful approach to resolving the critical issue of managing the vehicle over-crowding of Little Cottonwood Canyon. The canyon is a treasured destination for our Wasatch Front constituents and millions of out-of-state visitors alike through all seasons of the year. Sadly, we all recognize we are “loving our canyon to death.” We need to provide the public with a sustainable, cost-effective, inclusive, and reliable transportation solution that also enhances the experience of canyon visitors.

The stated purpose of the EIS, “to provide an integrated transportation system that improves the reliability, mobility and safety for all users,” does not account for the fact that the canyon is a place for environmental preservation and solitude, as well as recreation of all kinds. If this project becomes about moving more people in and out of the canyon at faster rates, then we are not “preserving the values of the Wasatch Mountains.” Both of the currently “preferred alternatives” are problematic. Both would result in significant environmental impacts that endanger our watershed and fail to address the year-round needs and access for all recreational interests, including those of underserved populations.

We do not support the proposed gondola option as it is costly and caters mostly to the ski resorts at the top of the canyon and ignores the many and varying year-round recreational interests throughout the canyon that also must be addressed. Furthermore, the “Enhanced Bus Service in Peak-Period Shoulder Lane (PPSL)” alternative as proposed would inflict an unacceptable level of costly environmental impacts by expanding the road and adding snow sheds in some places.

We believe a third option exists: one that is less expensive; less environmentally impactful; more inclusive; and could be more quickly implemented. We support a modified Enhanced Bus Alternative that takes a phased approach. This alternative would involve the following:

- NOT widening the existing road to add a shoulder lane, except at certain points needed for making stop areas more efficient.
- NOT constructing snow shed overhangs which will be costly and unnecessary as roads can be managed with normal snowplow clearance.
- Implement tolling and, at certain times, restrictions on single-occupancy vehicles, along with bus-only access at designated times to reduce vehicle traffic.
- Busses should use the cleanest, most efficient technology possible to minimize emissions, and provide year-round service and enhance access to all areas of the canyon as a reliable alternative to private vehicles.
- Enforce parking violations and provide better information systems for canyon users. This approach would allow us to proceed relatively quickly with an incremental plan that increases access and convenience for all recreational interests year-round in a manner that is fair, sustainable, and which preserves some of the solitude and environmental integrity of the place. It would also minimize costly and potentially destructive environmental impacts to the canyon, and prioritizes the preservation of our critical watershed - the source of our public drinking water - which is in the best long-term interests of our state.

We appreciate your consideration of this modified alternative,

Signed,

State Representative Gay Lynn Bennion

State Representative Joel Briscoe

State Representative Clare Collard

State Representative Jennifer Dailey-Provost

State Representative Suzanne Harrison

State Representative Sandra Hollins

State Representative Carol Spackman Moss

State Representative Doug Owens

State Representative Stephanie Pitcher

State Representative Angela Romero

State Representative Elizabeth Weight

COMMENT #: 13316
DATE: 9/3/21 6:30 AM
SOURCE: Email
NAME: Lindsey Madsen

COMMENT:

All,

Please find attached a letter from Sandy City Mayor and Sandy City Council, in response to the Little Cottonwood Canyon EIS for potential transportation improvements.

Thank you,
Lindsey



SANDY CITY ADMINISTRATION

KURT BRADBURN
MAYOR

MATTHEW HUISH
CHIEF ADMINISTRATIVE OFFICER

Utah Department of Transportation
Little Cottonwood Canyon EIS
c/o HDR
2825 East Cottonwood Parkway, Suite 2000
Cottonwood Heights, Utah 84121

To Whom it may concern:

These comments are submitted on behalf of Sandy City in response to the Utah Department of Transportation draft Environmental Impact Statement prepared for potential transportation improvements within Little Cottonwood Canyon. In that draft EIS, UDOT has identified two preferred canyon transportation alternatives: enhanced bus service (with roadway widening); or a gondola.

1. **Sandy City does not presently support or oppose either of the proposed alternatives.** We recognize that there are pros and cons to each of the proposals, and depending upon how the selected transportation plan is implemented, either alternative could have significant long term consequences for Sandy City. We continue to support the goals of the Mountain Accord and the completion of a visitor use capacity study for Little Cottonwood Canyon.

2. We also want to reiterate our concerns about several **key priorities for Sandy City, regardless of which transportation alternative is ultimately selected**, and how the implementation of the selected transportation mode may impact the City.

a. **Water quality.** Protection of the Little Cottonwood Canyon watershed is our top priority. We believe that getting people into the canyon is secondary to getting safe and clean water out of the canyon. On any given day, Sandy City receives 100% of its water from Little Cottonwood Creek, and the water flowing past the ski resorts may arrive at Sandy City taps in as little as 4 hours. Regardless of which transportation alternative is selected, every precaution and best management practices must be used to minimize any negative impact to the stream and the watershed, both in the design and construction of the transportation improvements.

b. **Connection to the Sandy City transportation system.** We believe that UDOT's current study is inadequate alone because it only focuses on Wasatch Boulevard (from the north) and the Little Cottonwood Canyon road. Any canyon transportation system selected will not be successful unless it also analyzes and considers any traffic improvements needed to connect to that system, with improvements to 9400 South, Wasatch Boulevard (from the south), and the parking/mobility hub located at 9400 South and Highland Drive. While we support and acknowledge the need to study and plan for canyon transportation improvements, we also request that UDOT immediately initiate a corresponding study of the transportation improvements that will be needed within Sandy City.

10000 Centennial Parkway | Sandy, Utah 84070-4148 | p: 801-568-7100 | sandy.utah.gov

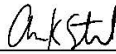
c. **Getting cars off the road and reducing congestion.** Regardless of which canyon transportation mode is selected, we believe that UDOT should immediately explore and implement other available means to incentivize the use of alternate transportation methods, such as tolling, elimination of roadside parking, charging for parking at the ski resorts, limited hours of access for private vehicles, increased frequency of bus service, variable traffic lanes, allowing any ski pass to be used as a transit pass, etc. These canyon transportation strategies can and should be utilized immediately, as a "first phase" of the transportation strategy, even before the long term canyon transportation mode is designed and constructed.

d. **Improve the experience of canyon visitors.** In addition to transportation improvements, we should also focus our collective efforts to enhance the overall experience for visitors, not just with facilities and amenities at the ski resorts and in the canyon, but also in the surrounding communities.

Thank you for your consideration of these issues. We look forward to continued dialogue with UDOT as we work together to address these important priorities.



Kurt Bradburn
Mayor, Sandy City



Alison Stroud
Chair, Sandy City Council

COMMENT #: 13317
DATE: 9/3/21 11:19 AM
SOURCE: Email
NAME: Chris Adams

COMMENT:

Hello,

Attached please find the joint comment for the UDOT Draft EIS for Little Cottonwood Canyon from Wasatch Backcountry Alliance & Winter Wildlands Alliance. Please confirm receipt of this email so we know our comment has been received.

Thanks,
Chris



September 3, 2021

Little Cottonwood Canyon EIS Team
c/o HDR and the Utah Department of Transportation
2825 East Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121
LittleCottonwoodEIS@Utah.gov

Dear LCC EIS Team and Decisionmakers,

Wasatch Backcountry Alliance (WBA) is the collective voice for human-powered individuals and organizations who recreate in and share a love of the natural wonders and priceless recreational opportunities in the backcountry of the Central Wasatch. Winter Wildlands Alliance (WWA) is a national alliance of grassroots organizations, environmental advocates, backcountry skiers and snowboarders, and individuals who are devoted to protecting, preserving, and sharing access to quiet places in the mountains.

We appreciate the extended opportunity to carefully review and provide actionable comments (Attachment A) on UDOT's draft Environmental Impact Statement (EIS) document and proposed/preferred alternatives, with references to the EIS itself and our comments as to the issue with that section. We also included our more general impressions, preferences and concerns as provided in this transmittal letter. Our simple, core mission and interest is to preserve and protect the beauty and wonder of the Central Wasatch, and the quality of people's access to and experiential opportunities therein, and to participate in this community effort to identify a solution that meets the stated purpose and need of the EIS for this project.

WBA and WWA firmly believe that before any transportation system is selected there must be a thorough analysis of the purpose and need of the entire tri-canyon transportation system, as well as the overall carrying capacity of the Cottonwood Canyons and Millcreek. This will help establish the volume of people that needs to be moved by the system, which will in turn help determine which transportation system best fits that purpose and need. We implore UDOT, the Central Wasatch Commission, the US Forest Service and Salt Lake County to undertake a

purpose and need assessment for the tri-canyon area in total as well as an LCC carrying capacity analysis that would be used as a baseline by the various stakeholders for decision making. As we consider the best solution to the traffic problems in Little Cottonwood Canyon, it's important that decisions are based on facts and are clear of political or private business bias. The outcome of UDOT's process will be expensive, costing every Utahn nearly \$200 each in taxpayer dollars. The wrong solution threatens to spend hundreds of millions of dollars toward an alternative that may not alleviate the current traffic issues, and in the case of the gondola, would permanently scar the canyon.

UDOT's first option is an enhanced bus service, with road widening and installation of avalanche sheds. UDOT correctly states the bus option is the best for improved mobility. The second is a gondola that stretches from the canyon entrance to Alta, includes snowsheds and road modifications, an option which UDOT says will result in improved reliability. We strongly disagree with this assertion, and think the reliability of the gondola has been overstated.

To be blunt: the gondola is not an effective transportation solution. It's a purpose-built ski lift serving to primarily boost the profits of a few private companies. By only operating during the winter ski resort season, the gondola will not help address the very real traffic issues in the summer, nor will it stop at any dispersed trailheads, even the wildly popular (and very crowded) White Pine. This means if you want to avoid driving your car to any other trailhead, take in Alta's July wildflowers or Snowbird's Oktoberfest, the gondola will sit as a mocking, idle eyesore on its 200-foot towers as you are forced to continue driving your car. As if that is not enough, it is also being touted by its supporters as a tourism tool in and of itself, which seems to have been adopted by UDOT yet was not a specific component of the original Purpose and Need.

If the goal of the EIS is to improve both reliability and mobility in LCC, travel times for each alternative is important in selecting a solution that will get people out of their cars to ride public transit. UDOT estimates the gondola will take 55 to 59 minutes to ride, as compared to 38 minutes to ride the bus, and 36 minutes for private vehicles. Limited gondola station parking and fees will force many to park at a distant parking lot to take a bus to the base station, all before stepping onto the gondola. Riding the gondola means people will arrive up to 23 minutes later than all other alternatives (even later for those who need to take the additional bus to the base station). Additionally, riding the gondola requires at least one transfer and possibly two, depending on where people park. Families with children or people with a lot of gear will see this as a major inconvenience, which will in turn deter use. This is not a commute to work for most of the intended users; it's a system used by people who have limited time to recreate and are competing for scarce resources. Therefore, adding complexity – and potential costs – to canyon travel will not necessarily incentivize them to leave their car to ride the gondola, knowing the challenges that go with it and the fact that they'll arrive 20-30 minutes later than all other options.

UDOT says the gondola is the most reliable option during high avalanche danger. However, the gondola will not run every time avalanche teams use artillery for avalanche control, and when avalanche shooting over the gondola takes place, cabins must be unloaded from cables, cables and towers must be inspected and then cars reloaded onto cables before gondola operations

resume. Further, when avalanche conditions are very high and an interlodge order is in effect (all canyon users legally required to be inside), the gondola will not run. Storms with high wind/lightning/ice events, mechanical issues/power outages may also stop the gondola. With the variety of conditions that will stop the gondola, the purported reliability advantage is eroded.

We need solutions now. Adding more buses to the existing roadway can be more quickly implemented, while providing more long-term flexibility. WBA and WWA firmly believe that buses can be successful without widening the road if UDOT employs other traffic-control methods to restrict/reduce vehicle traffic on Hwy 210. Expanded bus service that picks people up from numerous locations across the valley, ie. downtown, U of U, Olympus Cove, Sandy City, etc., that is closer to "door-to-door" would be more efficient than forcing people to park at one of two transportation nodes, and would in turn encourage use and alleviate near-canyon traffic issues. UDOT was tasked and funded by the Utah State Legislature to explore tolling/paid parking for private vehicles, yet the Draft EIS did not address this concept in detail. When UTA added more buses two seasons ago with an increase in funding from the state and the community, those buses were utilized. Tolling vehicles, adding more buses, giving priority to buses during peak usage, and more comprehensive enforcement of the personal-car tire traction policies is a combination that addresses the problem at lower costs and is a shorter-term, scalable, mutable solution that can be adaptable as citizens' usage changes over time. Some people roll their eyes at buses, but Utah has never invested enough resources to make the canyon ski bus system truly effective. UDOT now has the opportunity to change that. And unlike GondolaWorks, UTA is not allowed to make flashy videos about bus service or openly lobby decision-makers about why their solution should be selected.

Addressing the traffic issues plaguing the Central Wasatch is a once in a generation opportunity. We thank UDOT for its efforts and consideration of input from Wasatch Backcountry Alliance and the Winter Wildlands Alliance. Please do not hesitate to contact us if you have any questions or would like to discuss further.

Respectfully,

Christopher Adams

Chris Adams
Board President
Wasatch Backcountry Alliance

Todd Walton

Todd Walton
Executive Director
Winter Wildlands Alliance

ATTACHMENT A¹

Tabulation of Comments with DEIS Citations and Impact on the Analysis & Decision Document

COMMENT	DEIS CITATION	IMPACT
ENVIRONMENTAL JUSTICE. The EJ and public outreach methodology used in the draft EIS is inadequate. It appears as the EJ impact analysis area missed obtaining critical input from EJ individuals and populations that use LCC, but do not live anywhere near the canyon or canyon mouth.	5.3.2	The preferred alternatives are likely to create additional barriers to LCC access by EJ populations who currently recreate in LCC. Traditional EJ analysis methodologies for transportation projects are inadequate to obtain meaningful input and data to assure new barriers are avoided.
LIMIT SKIERS. This alternative evaluates the effect of limiting skier numbers in lieu of making roadway improvements. This considered limiting ticket sales, a vehicle reservation system, a high toll, parking fees as a function of occupancy, odd-even plate days, and canyon closures as a function of parking capacity. The document states these strategies would not reduce peak-hour congestion.	Table 2.2-9	Our review could not locate sufficient details in the document to indicate how utilizing all of these strategies would have no positive effect. These conclusions are confusing and insufficient. Requesting clarity as to if the strategies were evaluated individually, or in the aggregate?
RECREATION RESOURCES IN THE COMMUNITY IMPACT ANALYSIS AREA. Acreage or miles in Analysis Area for backcountry is listed as "Not available." The entire length of SR 210 should be listed as mileage in analysis area for backcountry terrain accessible from SR 210. The alternatives will clearly impact	Table 4.3-1.	The document is inconsistent where it relies on information from two participating agencies on the topic of a trailhead important to our dispersed user group. Which is it? Does the access exist or not? Our members can assure it does, historically. UDOT and the USFS should get together and align on

¹ These public comments have been prepared based on a multi-disciplinary, team-wide review by Board members of the Wasatch Backcountry Alliance and Winter Wildlands Alliance, in the context of its primary mission and member interests. They have also been prepared with an eye to those comments which could provide new or corrected facts, new or corrected assumptions, or to point out concerns with methodology (inconsistencies, imbalance, thoroughness) where those findings could potentially impact decisions around alternative selection and implementation. We welcome the chance to discuss or elaborate further on these comments if that would inform your analysis and decision.

parking and access, as stated in the document.		whether there's a trailhead in upper LCC because according to UDOT in this section there is. Albion Meadows Trail (USDA Forest Service Trail 1006). This trail extends due south from S.R. 210 just west of Albion Basin Road. Access is from the paved Albion parking lot at Alta ski resort. Little Cottonwood Canyon Alta-Brighton Trail (USDA Forest Service Trail 1007). This trail extends north of S.R. 210 across from the Albion Meadows Trailhead.
LAWS AND REGULATIONS RELATED TO WATER QUALITY. We concur with the assertions made in previous public comments by Salt Lake City Public Utilities regarding the importance and legal precedence around the protection of our urban water supply. The DEIS presents a thorough and comprehensive presentation of all relevant rules and regulations, and lays out with conventional analyses how the preferred alternatives can be constructed and operated without impacting the water supply source.	Table 12.2-1	However, the analysis fails to adequately weigh the true importance of drinking water to this community. When compared to the winter traffic congestion issues addressed by this DEIS process, the long-term availability of potable water supplies is far more critical to preserve than any inconvenience represented by our inability to solve our traffic and parking challenges. Recent weather events and trends seem to underscore this distinction. The DEIS fails to adequately consider the indirect and cumulative effects of accommodating more and more uses in LCC, without regard to any environmental capacity limitations, such as pressures and impacts to our drinking water supply.
ROADWAY SAFETY. A significant factor leading to traffic congestion and reflective of the project Purpose and Need, is the importance of winter traffic flow and reliability. UDOT and SLCO have made strides in recent years with the adoption of various traction laws and requirements. The DEIS presents useful data and	1.4.3.2.3	The document acknowledges this contributory problem, but does not adequately evaluate the potential for policy and enforcement enhancements to contribute substantively toward meeting the purpose and need.

acknowledges the role of weather-related traffic impacts, but does not analyze for enhanced traction enforcement or related solutions.		
SKIER RESERVATION SYSTEM. This section analyzed a system similar to that which Snowbird implemented in 2020. The document concludes that such a system "would not reduce peak-period traffic.	2.2.4.2	This finding is counter to that which our members observed last year. We believe this program resulted in many patrons arriving later in the morning as they knew they had a guaranteed parking spot, thereby lessening traffic in the peak-period traffic hours. Our review could not find the necessary details or related assumptions upon which this finding is asserted. Further, even though UDOT does not have the authority to require the ski areas to implement such a system, the very existence of a gondola alternative which primarily serves the ski area indicates there is a will and means to compel the ski areas to cooperate and consider a range of alternatives that would meet the common interest around the purpose and need.
REGIONAL. The Central Wasatch Mountains and canyons (Millcreek, Big Cottonwood, and Little Cottonwood) are a unique recreation amenity close to a major metropolitan area. A survey conducted by the University of Utah (2015) for the Central Wasatch found the following: 65% of the respondents said that recreating on public land plays a large role in their physical and mental well-being. This response represents our membership precisely.	4.3.2.2.2	The selected alternative should not create barriers that do not currently exist for access and use of public lands by dispersed users, without adequate impact analysis. This is particularly important for environmental justice user populations as mentioned elsewhere in this public comment document.
LAND USE. This analysis concludes that the projected demand increase will likely necessitate that developed ski areas may want to add "lift	20.4.2.2.1	By deferring any consideration of the indirect and cumulative impacts of encouraging more visitation on the ski areas, - and the

capacity," "other facilities," and "lodge capacity." The document suggests this does not require indirect analysis, as it can be considered in later agency master planning processes. This is a clear and direct violation of the obligation to not partition projects, and avoid consideration of indirect and cumulative impacts in this decision making document.		resulting expansion of the ski area facility footprint - this DEIS is inherently unable to adequately consider all related impacts. The document seems to "serve up" to the benefit of the ski areas a basis to allow the USFS to approve future expansion, without the burden of considering impacts in this decision document.
RECREATION WINTER. This section of the indirect effects analysis, again, correctly assumes increased visitor numbers, and the predictable need and allowability (even obligation?) for the ski areas to accommodate that growth - but there is no analysis or consideration of that in the decision document. The basis for not including that - "it isn't certain" - is an unacceptable basis for such a central item.	20.4.2.2.2	By deferring any consideration of the indirect and cumulative impacts of encouraging more visitation on the ski areas, - and the resulting expansion of the ski area facility footprint - this DEIS is inherently unable to adequately consider all related impacts. Again, the document anticipates a partitioned impact and project remedy (facility expansion) will likely be reviewed by the USFS and approved, without the burden of considering impacts in this document.
TOLLING. We concur that backcountry skiers would be negatively impacted in the morning (7 AM to 10 AM) for access to the upper part of Little Cottonwood Canyon since the bus service would service the resorts only, causing backcountry skiers who use the bus to walk greater distances to access trails. Our organization does not oppose tolling strategies, unless dispersed users are inequitably singled out.	4.4.2.2.3 and 4.4.2.5.2	Walking long distances on pavement to access dispersed public land areas is counter-intuitive and counter-productive to human-powered recreation. It can be done, but this impact should be avoided or minimized unless a similar barrier is presented to developed ski area users.
WINTER VISITATION. This analysis underestimates the projected visitation. Ski industry trends have consistently reported growth for the last several years. The reliance on 2017-2018 data is likely to result in an	20.4.1.2.1	By underreporting use, impacts, and failing to base the analysis on future growth potential, there is a risk of over-reporting the alternatives ability to meet the Purpose and Need. The fact that

underestimate of future projections. Further, this entire analysis disregards dispersed canyon users. Lack of data is an insufficient basis to underreport user impacts. More than 14,000 paper copies and an estimated 6,000 digital app versions of the Wasatch Backcountry Skiing Map (Achelis, 4 th Ed., 2019) have been sold, among millions of dollars in backcountry tools and gear. This represents powerful evidence of the scale and value of dispersed recreationists in LCC. Our respective organizations enjoy and inform over 30,000 followers on social media and via email communications.		ski area user data is more readily available than dispersed user data should not result in an analysis that leads to an alternative that is arguably biased to one user group. As further evidence of the intrusion of the gondola alternative on dispersed users, one of our backcountry enthusiasts has prepared a draft map showing the proximity of the proposed tower locations to wilderness areas and existing trails used by human powered recreationists (Attachment B). Based on this map, WBA conservatively estimates that more than 30 backcountry ski runs in LCC will be negatively impacted if the gondola solution is implemented. A more thorough analysis is required.
The two solutions provided are focused on peak usage on weather-compromised days, despite the fact that actual peak usage on storm days are relatively rare events. This is akin to oversized parking lots to account for Black Friday and the day after Christmas. A massive public expenditure to account for these outlier events without taking into account the vast majority of “down days” has no accounting in the document.	Chapter 23	This Chapter avoids the obvious issue of “irreversible and irretrievable” loss of fiscal resources. If this community invests in either of the preferred alternatives – which arguably address traffic and mobility in only a limited scope and scale regionally – the community is in a significantly weaker fiscal position to address regionally critical growth challenges.
GONDOLA VIEWSHED. We concur that the gondola would “have a negative impact for dispersed recreation occurring beyond the ski areas because of long-term changes to the viewshed, that “recreating in Little Cottonwood Canyon near the gondola system (towers and cabins)	4.4.4.2.2	The document asserts – in an inappropriately equivalent manner – that some “residents” would find the gondola as disruptive to the natural setting of the area and its rural nature, while “some residents” who recreate in Little Cottonwood Canyon might see the

will detract from LCC views, and result in a “reduced outdoor recreation experience”.		location as a benefit because they would live within walking distance of the station. This statement is misleading and unhelpful to the analysis, as the number of individuals passing by this area and accessing these impacted viewsheds far exceeds the total number of residents in close proximity to the gondola access point. An impression of equivalency is suggested which is inappropriate and biased.
TRAILHEAD PARKING ALTERNATIVES All alternatives reduce total canyon parking available for dispersed users, and no reasonable mitigation is suggested. An inadequate number of new parking spaces is suggested at Tanners (when other access is eliminated, users will quickly overwhelm the few spaces provided). Tanners, White Pine, Coal Pit and the Great White Icicle winter climbing area are very popular and traditional access points that will be effectively eliminated.	4.4.2.5	The impact from lost access will disproportionately impact dispersed users throughout the year. Imagine if one of the preferred alternatives was installed to accommodate ski area access, and then taken away. That is the effect of these lost access points on dispersed users. This impact will be devastating to backcountry users.
WASATCH BLVD. & HWY 210. We share the concern and interest of community residents who place a high value on natural open spaces and the views of the surrounding undeveloped mountains. Protection of streams, natural vegetation, open spaces, and scenic views with ridgeline protection measures is important to both residents and our constituency.	4.3.2.1	The value of these views is hard to quantify, but it must be attempted in order for the analysis to be based on a fair and balanced consideration of project impacts. Evidence of this value can be found in real estate, State investments in tourism, and indirect economic impacts across ALL user groups, not just developed ski area users.
VISUAL RESOURCES. The visual impacts section uses several standard assessment tools to rationalize making the visual impacts of gondola alternatives and the	Chapter 17	While the document authors have cited standard methods, we are concerned that no tool exists that could adequately evaluate gondola infrastructure from all the

<p>snowsheds/enhanced bus alternatives somewhat equal. This results in the perception that the visual intrusions of an aerial structure and the visual intrusions of the snowsheds plus an additional lane are roughly equal.</p>		<p>viewpoints that dispersed users do access.</p> <p>The selection of KOPs (Key Observation Points) and the interpretation of how the alternatives would affect the viewshed are subjective. This section uses a convincingly objective analysis matrix based on subjective base data to support conclusions which make the two alternatives largely equal in impact. If the gondola is favored over the enhanced bus, it could be argued – inappropriately in our opinion – that the former is no more visually intrusive than the latter. We believe the visual impact of any overhead structure as viewed from the road would be significantly greater than the visual intrusions of the snowsheds and the additional lane as viewed from the road – the perspective of most visitors at least for now.</p>
<p>VISUAL METHODOLOGY. In this section the point is made that the FHWA can affect a land transfer from the USFS to FHWA, to UDOT that would make the issue of visual standards – the USFS SIOs, moot.</p>	<p>17.4.1</p>	<p>Ownership will largely be transparent to any dispersed user from a variety of viewpoints. Visitors to LCC will be impacted by any infrastructure that is constructed, no matter where it is located and who owns the land after a transfer. A change in ownership would at the very least represent an indirect visual impact, and/or a cumulative impact, which has not been evaluated.</p> <p>The standard methods used do not appear to be designed to assess the impacts of aerial transportation systems. If mis-applied, this</p>

		portion of the analysis may be flawed in that it doesn't adequately assess the visual impacts of ground to air and it can't adequately address the visual impacts of air to ground. NONE of the KOPs use an aerial perspective so that analysis is missing.
FOREST PLAN AMENDMENTS. USC 23 section 317 allows the FHWA to acquire right-of-ways on forest lands. This would be necessary for the additional roadway right of ways.	Chapter 28 USC 23 Section 317	We note that while conventional takings, easements and exchanges are normal and common along roadway rights of way, we are curious if the code anticipates and was intended for such a broad interpretation as to accommodate a resort/tourist amenity such as the gondola? If such a transaction is complex, the document and analysis should analyze the impacts of that more substantively for cost, policy implications, and schedule impacts.
HAZARDOUS WASTE IMPACTS. The presence of hazardous waste site conditions at Gondola Alternative B's La Caille location is well documented.	Figure 16.3.2	However, the document does not appear to adequately factor the potential exposure risks (air and water, temporary and ongoing) that could result from a large-scale disturbance of these impacted soils.

ATTACHMENT B

Backcountry Use & Tower Proximity Map (C. Johnson – DRAFT)



COMMENT #: 13318
DATE: 9/3/21 11:22 AM
SOURCE: Email
NAME: Eric Murdock

COMMENT:

Access Fund, America's national climbing advocacy organization and Gate Buttress lessee, appreciates the opportunity to submit the attached comments on the UDOT Little Cottonwood Canyon EIS. Thanks in advance for your consideration and feel free to reach out to me with any questions.
Best,



September 3, 2021

Little Cottonwood Canyon EIS
Utah Department of Transportation
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121

**RE: Access Fund Comments regarding Little Cottonwood Canyon Transportation
Alternatives Draft Environmental Impact Statement**

UDOT Planners,

The Access Fund welcomes this opportunity to provide comments to the Utah Department of Transportation's (UDOT) Little Cottonwood Canyon (LCC) Draft Environmental Impact Statement (DEIS). The Wasatch Mountains and Little Cottonwood Canyon in particular host nationally significant climbing resources that have a long history and attract visitors from all over the world, contributing significantly to the local economy. The Access Fund is concerned that the narrowly conceived preferred alternatives for this DEIS focus far too much on the needs of two ski areas at the head of Little Cottonwood Canyon at the expense of dispersed recreational users who visit the entire canyon. Access Fund and Salt Lake Climbers Alliance are lessees for 140 acres in LCC.¹ The parcel, known as the Gate Butress, is about one mile up LCC canyon and has been popular with generations of climbers because of its world-class granite. These unnecessary proposals would destroy climbing resources, significantly impair the canyon's natural experience, limit parking and damage trails in a highly popular recreation area (including Gate Butress), and otherwise reduce access opportunities for underprivileged people with limited financial means.

The Access Fund

The Access Fund is a national advocacy organization whose mission keeps climbing areas open and conserves the climbing environment. A 501(c)(3) nonprofit and accredited land trust representing millions of climbers nationwide in all forms of climbing—rock climbing, ice climbing, mountaineering, and bouldering—the Access Fund is a US climbing advocacy organization with over 20,000 members and 131 local affiliates. Access Fund provides climbing management expertise, stewardship, project-specific funding, and educational outreach. Utah is one of Access Fund's largest member states and many of our members climb regularly in Little Cottonwood Canyon. For more information about Access Fund, visit www.accessfund.org.

¹ See: <https://www.accessfund.org/news-and-events/news/climbers-partner-with-lds-church-on-stewardship-of-little-cottonwood-canyon-climbing>

The Access Fund supports the position of the Salt Lake Climbers Alliance (SLCA),² and hereby incorporates their comment letter by reference into our comment letter. Specifically, we endorse SLCA's proposal that before any permanent changes are made to Little Cottonwood Canyon, a new alternative must be considered that is based on an expanded bus service coupled with traffic mitigation strategies and addresses the needs of dispersed recreation. The DEIS's highly destructive Preferred Alternatives should only be considered after less impactful options have been implemented and shown not to be effective. The climbing resources that will be damaged by these proposed alternatives are highly significant and valued by local climbers and climbers visiting from around the country.

Little Cottonwood Canyon Climbing History

Climbing and mountaineering in the United States has a long and storied history, originating with Native American explorers who summited alpine peaks and scaled canyon walls, on through Anglo-European adventurers who scaled summits in the Sierra Nevada and Rocky Mountains in the 1800s such as Cathedral Peak, Longs Peak, and the Grand Teton. Into the 1900s gear and skill progressed, ushering in more technical and daring ascents on larger climbs in Yosemite and mountain ranges throughout the Rockies, Sierras, Cascades and Alaska. Many highly technical climbs were also achieved by the mid-1900s at places like the Shawangunks, NY and Devils Tower (Bear Lodge), WY, among others. By the 1950s and 1960s Yosemite's El Capitan and Half Dome were climbed as well as the Diamond on Longs Peak and the Great White Throne in Zion National Park. By the 1970s, climbers were simultaneously climbing at much higher technical grades while also moving towards a "clean climbing" ethic.

Since at least the 1950s many climbs were established in Utah's Wasatch Mountains, especially on the high-quality granite found in Little Cottonwood Canyon,³ which became the training ground for a local group of climbers known as the Alpenbock Climbing Club. Especially during the 1960s, the Alpenbock Climbing Club was a prolific source of first ascents, scaling many routes that remain classics today including *The Coffin*, the Wilson-Love Route, *The Sail*, *S-Crack* on the Thumb, and various routes on the Gate Butte. Increasingly difficult routes were established from the late 1960s into the 1970s such as *Dorsal Fin*, *Mexican Crack*, The Green Adjective, *Split Fingers*, *Butterfingers*, and *Fallen Arches* were as difficult and high quality as any climbs in the country. Even more advanced climbs were established since the 1980s and beyond. As climbers worked through the grades, the interest in and popularity of bouldering also took hold in LCC, which boasts extensive bouldering areas such as 5 Mile Boulders, White Pine Boulders, Cabbage Patch Boulders, the Gate Boulders, the Secret Garden where the problem *Copperhead* (V10) can be found—a seminal climb in the experience of Nathaniel Coleman, a recent US silver medal winner in the 2021 Tokyo Olympics. All of the climbs listed here would be impacted in some way, either through direct destruction or by the industrialization of the area resulting from UDOT's preferred alternatives.

UDOT's Preferred Alternatives Will Cause Significant Damage to Climbing Resources

² See <https://www.saltlakeclimbers.org/lcc-udot-eis>.

³ See <https://www.mountainproject.com/area/105739277/little-cottonwood-canyon>.

The Salt Lake Climbers Alliance estimates that 29 boulders and 131 bouldering problems would be impacted by the road-widening alternative: “Boulders located within areas of direct impacts from roadway widening would be removed, destroyed, or buried by fill. Newly built trail segments lost to hillside cuts would be rerouted.” And 35 boulders and 142 problems would be impacted by the gondola alternative due to their location under the gondola alignment/inside the easement, and/or being located inside the proposed park and ride station footprint. Additionally, trailhead parking and access trails would also be significantly limited by these proposals, especially under the gondola alternative where the canyon itself would transform into an industrial atmosphere with new piles of construction debris, retaining walls, gondola towers, slope destabilization/erosion, forever degrading the unique and historic experience of climbing in LCC.

Well before climbing became an Olympic event, the sport had been growing dramatically in popularity all across the country and in the Salt Lake City area, with as many as 30,000 estimated climbers visiting LCC every year. Multiple climbing gyms have sprouted up in every city across the country, climbing guides are busy nearly everywhere, and even major Oscar-winning motion pictures feature climbing—all which contribute to the \$12 billion⁴ generated every year by the sport.

Unfortunately, UDOT’s DEIS fails to recognize the importance of the climbing resource in LCC—with its rich history, high quality, popularity, and economic contributions. Indeed, according to analyses done by the Salt Lake Climbers Alliance not only would hundreds of bouldering problems be impacted, but basic access to various trailheads within the canyon would be limited to serve the needs of 2 ski areas at the top of the canyon. Not only do these limited transportation alternatives fail the needs of dispersed recreational users such as climbers, but also does a dis-service to under-privileged communities who may not be able to afford expensive ski tickets but want to visit their public lands especially in the lower canyon.

By imposing additional financial costs, whether it be a toll, gondola fee, or bus fare, UDOTs proposals systemically disenfranchise lower income visitors (more likely to also be people of color) who wish to access LCC. This perpetuates wider environmental justice trends in which those of lower socioeconomic status and of racial and/or ethnic minority identities are not only more likely to be exposed to environmental hazards, but also have a harder time accessing environmental amenities.

Summary of Access Fund position

Access Fund supports the Salt Lake Climbers Alliance position related to UDOT’s preferred alternatives, to wit:

- 1) Access Fund opposes the Enhanced Bus Peak Period (Shoulder Lane Expansion) Alternative that would result in the unnecessary destruction of many climbing resources. UDOT failed to consider a reasonable range of alternatives due to its purpose and need

⁴ See national Bureau of Economic Analysis report: <https://www.bea.gov/data/special-topics/outdoor-recreation>

statement being too narrow. Access Fund also opposes UDOT's Gondola Alternative that will also result in the unnecessary destruction of many climbing resources. Here again, UDOT failed to consider a reasonable range of alternatives due to its narrow purpose and need statement.

- 2) Access Fund opposes UDOT's proposed trailhead parking and access "improvements" for the Gate Buttriss parking lot which would severely limit parking, while threatening roadside climbing resources and access trails. Access Fund, a lessee of Gate Buttriss, would be significantly harmed by the proposed changes because the climbing experience at Gate Buttriss would be measurably diminished. Access Fund believes that the purpose and need statement for UDOT's EIS is too narrowly defined and thus significantly limits the range of alternatives UDOT considered in the LCC DEIS including lesser destructive alternatives supported by Access Fund and SLCA, among others. Also, UDOT's U.S. Forest Service partner also fails to meet its obligations under the National Environmental Policy Act by seeking to make decisions based on a Forest Plan that is nearly 20 years old.

* * *

Access Fund urges UDOT and its partners to reconsider its range of alternatives and analyze the needs of the dispersed recreation community as well as for potential visitors with limited financial means. We support an alternative analysis based on enhanced bus service combined with other traffic mitigation strategies. The preferred alternatives offered by UDOT address a traffic problem primarily focused on the 30 busiest days during the winter ski season. This DEIS must address the transportation needs in the canyon year-round for all users.

Sincerely,



Chris Winter
Access Fund Executive Director

Cc: Salt Lake Climbers Alliance

COMMENT #: 13319
DATE: 9/3/21 11:36 AM
SOURCE: Email
NAME: Margaret Bourke

COMMENT:

Please find attached my comments on the referenced DEIS.

Margaret Bourke
[REDACTED]
[REDACTED]
[REDACTED]

Josh Van Jura, EIS Project Manager
Executive Director Carlos Braceras
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, UT 84114

Dear Messieurs Van Jura and Braceras

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (DEIS) prepared by Utah Department of Transportation (UDOT) in June 2021. I hope that once UDOT reaches a single preferred alternative, the public will be given an opportunity to comment on that alternative, fleshed out with details missing from this draft, before a Record of Decision is made.

But, before either of those events, I do NOT vote on an alternative action or "no-action." Instead, I provide information for the team to consider before a final decision. I share my thoughts on the preferred alternatives, environmental impacts and other transportation performance considerations contained in the Draft EIS before us. I understand my comments, like all others, will be a matter of public record, subject to public release. However, please remove my street and email addresses from the formal public release, whether on the project website, or otherwise, absent written permission from me ahead of any such release.

My comments relate to several themes: completeness, ripeness and analysis.

1. Alta is a community

I am most familiar with Alta, the town in which I live. We are a small, rural community, with 228 residents in the [2020 Census](#). While this DEIS is massive in length, I find it is missing many details. Because of these holes in analysis and recognition, I have difficulty commenting on something which does not exist. I note here some of those holes, but even with a 45 day, expanded comment period, I have found it an insufficient time period to comment on a report of this size and scope. I provide comments on what IS in the draft, though incomplete, primarily as they relate to Alta.

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As mentioned above, Alta is a town where people live. We have a school, a church, a medical clinic, a community center, and post office, as well as businesses, one of which is a ski area. UDOT's characterization of Alta misses all save the latter, the ski lift company. Looking at Chapter 4, not residents, nor the people using the school, church, medical clinic, post office or community center are mentioned. It is no surprise then that impacts thereon are also missing. (See §4-3-2, map 4-17; 4.3.5.2.1). Further the "no impact alternative" at § 4.4.1, also miss-identifies our community. Failing to adequately account for the fact that Alta is a residential community, NOT merely a resort, unlike Snowbird, what impact does this have on the analysis or conclusions?

2. The environment is not in homeostasis, but ever-changing.

Environmental impacts from extended droughts, climate fluctuations and changes to ski season lengths, both in the late fall and mid-to-late spring all have an effect on the number of days of a ski season. The DEIS fails to address this, despite the January 2021 Kem C. Gardner Policy Institutes' [Utah Roadmap](#) analysis and statements. That Roadmap identified challenges from growth and development that accompanies growth. (*Id.*, p. 4). The report notes growth leads to development which in turn leads to:

"more people, more buildings, more traffic, more economic activity – bring[ing] many challenges, as well as many opportunities for a prosperous future . . . A potential obstacle to Utah achieving its full economic potential, though, is the need for an even more ambitious, comprehensive, and coordinated strategy to . . . address changing climate causes and impacts ."

The Roadmap continues by noting the climate in Utah is changing.

"[O]ver the past century, the state has warmed about 2° F . . . In Utah and throughout the western U .S ., heat waves are becoming more common, snow is melting earlier in the spring, flash floods occur more frequently, and tinder-dry conditions contribute to more-frequent and more-severe wildfires." (*Id.* p. 6.)

Even the National League of Women Voters platform, supported by the [Utah chapter](#), recognizes natural resources should be managed as

"interrelated parts of life-supporting ecosystems. Resources should be conserved and protected to assure their future availability. Pollution of these resources should be controlled to preserve the physical, chemical and biological integrity of ecosystems and to protect public health." [This involves specifically] engaging in the public defense of the ecological integrity of threatened ecosystems and watersheds, [such as] Wasatch Canyons. (*Id.*)

The League works to preserve fragile ecosystems from the effects of climate change and growth.

Does the DEIS address preserving the fragile ecosystems from currently understood climate change effects and growth? The DEIS notes that it is the responsibility of the for-profit ski areas, operating under special use permits from the USFS, to manage visitor experience on those lands. However, the management analysis appears singularly focused on a resort patron, not the wildlife observer, the back-country skier, the hiker, the rock climber, the geologist, the wildlife, nor the fragile ecosystem. How is the preservation of the ecosystem to be balanced against the economic interest of these ski areas? What metric is to be applied, over what time horizon?

The Gardner Institute's Utah Roadmap, identifies changing climate effects to health, extreme weather events, and more. Declining snowpack is documented. The snowpack decreased nearly 80% between 1955 and 2013. Does the DEIS analyze the effects of this snowpack change to the ski experience, the water or the interrelated ecosystem? Will 80% of Utah's water supply continue to come from melting snowpack; has this compromise to the supply of water from decreasing snowpack levels been addressed in the DEIS? The Roadmap also notes that the snowpack levels decline due to "warmer spring weather and warmer winters." These two factors combine to "cause shorter ski seasons, greater utilization of snow-making equipment at Utah resorts, and increased avalanche risk." (Utah Roadmap, *supra*, p. 7.) Has this DEIS addressed these scientific findings?

Not only does the report note declining snowpack, it also highlights warmer, drier conditions with

"forests more susceptible to disease and pests, such as bark beetles, as drought reduces the ability of trees to defend themselves." (*Id.*) Wildfires are more frequent, more intense and larger..., flash floods are increasing, up six-fold over the past 20 years,... winter storms are becoming less frequent, but more intense...[which] can damage public infrastructure, interrupt business...." (*Id.*)

Despite these dire statements of fact, the report encourages hope due to Utah Transit Authority (UTA) now having 54 electric-hybrid buses, 3 fully electric buses and 47 buses powered by natural gas, plus a plan to expand its green fleet. (*Id.* p. 10) None of this is

mentioned in the DEIS. Rather, UDOT presumes UTA will use diesel vehicles in the enhanced bus proposed alternative. Would there be a different analysis, with “greener” technologies? Are costs equivalent? Does the air quality evaluation change if green vehicles were used?

The DEIS also fails to mention that Solitude instituted a parking fee program for the winter of 2020-21. The program established a rate structure where the fee fell inversely with the number of occupants in the vehicle. While Solitude is a ski resort, and in Big Cottonwood Canyon, it too experiences congestion and insufficient parking for all who wanted to park there. The resort began its problem solving with a goal to “reduce air emissions, improve air quality, and reduce traffic congestion and the unnecessary idling it causes.” (Utah Roadmap, *supra*, p. 12.) Having thus framed the goal, Solitude was able to envision and implement a travel and parking plan.

How was this recent example treated in the DEIS; was it praised, supported, or rejected? I couldn’t tell, but it appears to have been ignored, despite the project operating for a full season before this DEIS was released. Did Solitude’s program reduce air pollutants and traffic congestion? What costs were associated with the program either directly or indirectly? Did it involve millions of taxpayer dollars on the effort? Would such a program work in LCC? If so, could it be implemented now? Was this “experiment” all but ignored?

Many of the environmental concerns and conclusions in the Roadmap are supported in the recently published United Nations Intergovernmental Report. This report makes clear, as does the continuing drought, and the unhealthy air quality many days this summer from evermore frequent and larger scale wildfires, plus the falling level of the Great Salt Lake, climate change is upon us, now. Now is the time to act to reduce climate effects . Does this DEIS fully address this topic? If the scope of the DEIS were not narrowed to traffic movement as the “purpose and need,” would the DEIS still reach the same conclusions?

Framing the problem as it has, UDOT concluded it would be “unacceptable” for extended travel times of 80 minutes, for 50 days of a 150 day ski season. This is the “condition” that needs remedying, by spending 1/2 billion construction dollars. If the “problem” were framed as preserving the natural environment and reducing air pollution along with reducing traffic congestion, are other “solutions” possible, or even likely preferred?

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UDOT's "problem statement" seems ill-conceived. If the ski season were but 100 days, are the discussed impacts the same? Does the expense and potential environmental consequences of the considered alternatives continue to justify the significant initial and long term impacts? Is the problem really a matter of improving access to two ski lift company's business? Does focusing on a business, or in fact two businesses, address impacts to Alta's community and the greater environment? What are the impacts in character, scale, visual alterations, and environment within the community of Alta? Will lodges and restaurants in Alta see guests taking either the proposed bus or the gondola for a week's stay, hauling luggage, in and out of trains, buses and gondola cabins? Similarly, will a family of 4, 5 or 6, find it "unacceptably" unwieldy to use multiple modes transportation: transferring from private vehicle to a train, a bus, a gondola, or transfers even from one bus to another? Will people consider taking UTA's TRAX, or Frontrunner, when these modes do not take them to their destination? Will people consider other modes to arrive at the base of the gondola station? Will they transfer from those conveyances, or continue to drive or take private transportation solutions, as they do now? Calculating travel times from the Gondola park n'ride lot fails to capture the entire travel time, starting from one's home or place of lodging.

Establishing new parking lots at the Gravel pit, and La Caille base station, did UDOT perform a "capacity" analysis? It has determined roughly 1500 vehicle spaces are needed at each location. Yet, the "capacity" of the gondola is 1500/hour, at a minimum. Operating limits are 5,500 people per hour, with the [Doppelmayr 3S system](#), the system specified by [GondolaWorks](#), the sponsor of the La Caille preferred gondola alternative. The parking planned for this alternative is wholly inadequate, leading either to lengthy delays, people circling lots waiting for a spot to open, or abandoning the mode, and driving up LCCC.

Capacity limits are commonly used by recreation sites in the National Park Service. Arches National Park, as [reported](#) July 21st of this year, frequently reaching capacity in parking and on trails by 8 AM. A July 27, 2021 [article](#) concluded Teton National Park was studying effects from increasing numbers of tourists, never seen in the 92 year history of the park. National parks are "drowning in tourists," reported [Axios](#), July 28, 2021; resulting in limits being set and closing access "to avoid the danger of eroding the land." A similar conclusion is presented in [Outside](#) magazine's June 25, 2021 article discussing increases in hiking and other outdoor usage which began pre-pandemic and is not expected to fall even post-pandemic, whenever that is. Rather, [Outside](#) suggests land managers will likely better manage visitation through permit or reservation systems and environmental education. State parks are not faring better; Colorado's Barr Lake, the

state's 10-largest state park has seen an enormous influx of people, far more than its 43 year history according to a June 2021 article in [Westword](#). A similar story was told July 9 on NPR, entitled "An explosion in visitors is threatening the very thing National Parks try to protect." All of these articles demonstrate setting capacity limits needs to involve more than a site specific approach, the broader "picture" has to be addressed. Has that been done in LCC, as envisioned by the DEIS?

All of these articles share a common theme; uncontrolled numbers of visitors can threaten the very thing visitors have come to enjoy. The environment, the ecology, the beauty, the tranquility, these are all potentially detrimentally affected when the number of visitors is not managed appropriately to the resource and available amenities. Where is the visitor capacity analysis in the DEIS? What is the number of visitors LCC can accommodate without harming the watershed? What is the number of people capable of being accommodated with the existing infrastructure in the ski areas? What is the number the backcountry can accommodate? Are there adequate sanitation facilities for all visitors, resort and backcountry? Is there sufficient water available for residents of LCC and Salt Lake City, even in extended droughts such that water can be allocated to tourists and recreational users, plus irrigation water for lawns in LCC?

Indirect effects

These effects are defined as later in time and farther removed, but nonetheless still reasonably foreseeable. (40 CFR §1508.8) The DEIS recognizes that growth-inducing effects and others related to induced changes in the area of land use, population density, or growth rate and related effects in air, water and other natural systems, including the ecosystem. The canyon is said to be the home to 2 international ski resorts and parts of 2 wilderness areas. These statement does not mention effects to communities nor residents. Are they ignored in this study and analysis? The DEIS remarks on the watershed nature of the canyon. However, despite its watershed quality, the DEIS includes a false statement that the canyon does not allow dogs. A limited number, by ordinance, of Alta residents as well as the canyon ski areas snow safety canine, have been granted special status with Salt Lake Valley Health Department per [Watershed Regulation #14](#). (See §4.3.2). These does are present, by permit.

The DEIS uses numbers for the 2017-2018 ski season. (20.3.2) That year was a low snow year with Alta seeing an annual snowfall of only 388 inches. Snow measurements for the

years before and after this selected year were all higher: 2016-17 saw 596,5” and 2018-19 saw 626”. Does using a low snow year, result in higher, lower or the same number of the visitors as a season with more or less snow? For the selected year, the reported combined LCC ski area visitors totaled 853,000. Looking at data from 5 years rather than that single year, 17-18 has the lowest number of skiers. The range from 2013-2014 through 2016-2017, the years before the year analyzed in the report average 917,000 skiers. Taking all five years, and averaging the total skier, the number is 904,000. Is there a reason that 2017-18 was selected?

The DEIS also referenced travel data from 2016-2017. The DEIS concluded vehicle trips were 1.2 million, carrying approximately 2.1 million visitors. These numbers were said to be distributed equally between summer and winter. If one doubles 853,000 skiers, the total is 1.7 million annual visitors, not 2.1 million.

Table 20.4-1 discusses operations to meet the “30th highest hour traffic volume demand.” That is said to occur on 49 days, identified as weekends and holidays. That table depicts total skiers from roadside parking, transit, reduced resort employee trips for total skier capacity with existing infrastructure and with the alternatives. Based on the 49 days evaluated that would result instead of roughly 10K skiers existing, to 12K skiers. What is the effect if it were to use data not from 10 years ago, or low snow years? Would the skier numbers be similar, higher, or lower? What is the impact from those different numbers of skiers?

As for the gondola alternative, what are the planned night operations, what about Snowbird’s Oktoberfest operations which occur from August through September on weekends? Bicycles would not be allowed on the gondolas. How many vehicle trips involve vehicles carrying bicycles into LCC? The summer gondola is said to merely add 198 people per day. Alta Ski Lifts (ASL) does not operate a “summer resort.” Snowbird does. ASL does not have lodging nor food operations in the summer, other than an occasional food trailer with limited menu and hours. What are the effects on soil erosion into the streams, what about the water quality impacts to the watershed, effects on vegetation, spreading of invasive species, potential disturbances to wildlife and habitat, even assuming only 200 additional people in LCC?

While adding less than 200 people to the summer visitation is a small addition, has it been evaluated in combination with all the growth in summer visitation? Was there any analysis about the growth in visitation in Albion Basin year-over-year? The Town of Alta

managed a free summer program for many years. Average annual visitor growth rate from 2011 - 2017 was about 16% a year. This number is low as it was obtained by counting vehicles passing the staff operating a part-time information booth, prior to driving into Albion Basin. Since that time, ASL has taken over operation of z summer program. Have those numbers remained constant, has the growth trend continued? What effect might there be to an annual growth of 16%, on top of the 200 visitors for the alternatives discussed in the DEIS?

Population in Salt Lake and Utah counties is projected to grow 36 % and 108%, respectively, from 2017 through 2050; does UDOT and this DEIS anticipate travelers into LCC to also continue to grow? (Table 1.4-1) An *Envision 2010* study suggested the population will double in the next 30-40 years. Again, the DEIS used old data. Would the results be the same if the Kem C. Gardner January 2021 report were? Are the numbers consistent with each other? What effect might there be to use more up-to-date figures? How were the effects of climate change considered? What about the effects to worsening air quality, water shortages, or a global pandemic restricting economic growth in many sectors for an uncertain length of time going forward, or based on recent data?

Trailhead parking is indeed limited in the summer; as it is in most seasons; there are, and always will be, a finite number of spaces. Safety, erosion on trails, spider trails and user-created trails all have a negative impact on the environment and ecosystem, I agree. Was there any analysis to these effects to summer businesses; what is the indirect effect of recreational visitation in the summer on businesses? What effect will there be even if additional trailhead parking spots are added? Will there be sufficient parking spaces for all who might want to use the trailheads? How does the DEIS address, "Build it and they will come," as Kevin Costner's character said in the movie *Field of Dreams*?

The gondola alternative is said to possibly include summer operations, although not necessarily subsidized by resorts. (20.4.1.2) Would such operation lead to induced recreational users? What is the analysis of indirect effects from such "seasonal" operation continuing? Why restrict analysis of the modes with one operating in winter only and the other in both winter and summer? Many people, if not all, are cost-sensitive when selecting choices. If not subsidized, would there be any incentive to ride a gondola in the summer, or even a bus?

Finally, the DEIS concludes the gondola does not induce development as the La Caille Center and Village will be built, even absent the gondola. What evidence supports the financial capability or commitment, to achieve this development, the zoning, and other

measures, to demonstrate the accuracy of this conclusion? Would there be enough funding absent moneys from UDOT, the FHWA, resort money, and taxpayer funds for both construction and operation of the gondola?

Impacts in Alta

3. DEIS Limitations

In designing transportation alternatives, considering cultural resources and impacts thereto is important. Suggesting mitigation measures to minimize harm and proposing alternatives to the overall harm is mandated in the act creating the federal [Department of Transportation](#) and the [LWCF](#) program established the year before. Minimizing the harm is then necessary and laudable. The department was created with the intent to increase public safety and accessibility. On the other hand, [LWCF](#) was created in a,

“bipartisan commitment to safeguard our natural areas, water resources and cultural heritage, and to provide recreation opportunities to all Americans. Using zero taxpayer dollars, the fund invests earnings from offshore oil and gas leasing to help strengthen communities, preserve our history and protect our national endowment of lands and waters.

Here, UDOT has only used the cultural resources listed in the chapter dealing with hazardous materials and waste sites. Does that chapter, or, chapter 26, consider the “Thomas Moore toilets” in Alta, a historic structure along U-210? Was the 100’ buffer zone applied along U-210? If not considered, why effect once it is considered? Where is the final gondola tower and Alta station terminus relative to the Thomas Moore structure? What is the likely impact to that cultural resource? What mitigation measures might need to be applied to protect that cultural heritage site?

What is the significance of the LWCF program and processes being part of the National Park Service, an agency within the Department of Interior, rather than under the Department of Agriculture, which regulates the national forests through the Organic Act? Are mandates and directions different by the legislation establishing these agencies. How have the NPS policies, practices and mandates been addressed here? Table 26.8.1 does not mention the Alta Lodge as a historic property either. The mitigation for the Alta Lodge property is merely to design a single-pole tower, rather than a 4-legged lattice tower to “reduce visual impacts.” However, that tower remains ten stories above the ground. It is sited in the direction the Alta Lodge has installed nearly all windows for its guest rooms and located an outdoor patio. Is a single pole, both visually and impacts from

noise and thousands of people queuing for that station, a significant reduction/mitigation? Has the proximity of the Alta Gondola station been considered as those people enter and exit that structure?

The DEIS mentions the need for an easement of .35 acres from an Alta private property, the Alta Lodge. This easement is said to be for gondola cables. (Table 26.5-8.) In addition, a separate acquisition is necessary from the same property owner, of .06 acres for a tower. What about a view easement for the proposed Alta gondola terminus station? How will the gondola descend from that tower, 10 stories high, to the terminus which presumably places the riders close to ground/snow level? What avoidance alternative was considered here? Final design is said to minimize impacts to the transfer tow infrastructure at ASL. (Table 26.8-2). What is the impact to Alta's Rustler Lodge view shed, or the chairlift to that lodge, located not far to the East? What is the impact to the parking lot, both public and private, to the North of this tower and terminus station? These infrastructures are not mentioned; were then ignored? Are these properties within the 100' buffer zone of these two gondola proposed infrastructure activities? If so, what impact might there be and how will that/those impacts be mitigated?

Recreation resources within Alta include the Alta Brighton Trail, FS #1007. (Table 26.4-2) How was this trail identified to have access from only part of the "Flagstaff Trailhead?" Access to the trail into Grizzly Gulch is also available, signed by USFS signage. This spur is managed by the USFS from a trailhead, along U-210, North of the Snowpine Lodge, and West of the Bay City Tunnel building. Why is there no reference to this trailhead/access point? This same Flagstaff trailhead is said to "also serve [] Snakepit Trail (USDA Forest Service #1015) and Albion Meadows Trail (USDA Forest Service #1006.)" Can a trailhead in the canyon, on the North side of the highway, serve these two referenced trails that are on the South side of the highway absent a bridge of connection? Trails from roads #1016 and #1015 are accessed directly from the ASL special use permit ski area. Is there a link from these two FS roads to the Flagstaff trail? Could it be that first required going up to Twin Lakes Pass trail, then a traverse of Wolverine Cirque, remaining on the Patsey Marley ridge, to Catherine's Pass, and then descend into Alta via the Albion Meadows trail, switching to the Snakepit Trail near the bottom? How can that be the case for a trail said to be 1.7 miles in length? This listing does not make sense. Was there consideration given to the separate trails to Catherine's Pass, Snakepit, Albion Meadows, or a trail informally known as "Barb's trail," or merely to the Twin Lakes Pass trail?

Was the analysis of recreation facilities within the Town of Alta confined to facilities managed by ASL? What about the Town of Alta park? Was that considered?

Was consideration given to the historic Alta City site from the late 1800's and early 1900's? What archeological analysis was applied? As discussed *infra*, similar to the SIO analysis finding "unacceptably low" view integrity, would this archeological site need to have been given another *exception*? (Table 26.4.1). An *exception* is offered for the historic Bay City Mine and Tunnel, also located in Alta. This historic structure was not considered in entirety, only the entrance. Narrowing the scope thus, historic impact and analysis are excluded simply because the entrance is not historic, but a modern building. Where is the analysis of the effects on the historic portion of the mine itself from the proposed activities? What about vibrations, noise, effects to air quality or other measures which might affect "safeguard[ing] our natural areas, water resources and cultural heritage"?

Is the analysis complete on "irreversible and irretrievable commitment of resources" for this project? This "chapter" is but one page long; does that suggest by "size," the absence of a thorough analysis; as the DEIS in totality is many hundreds of pages? The DEIS concludes that even once built, should there be a greater need for the use of the land or roadway in the future, or a gondola no longer needed, "the land could be converted to a natural state or another use." The DEIS then continues by stating, "there is no reason to believe that such conversion would *ever* be necessary or desirable." (Emphasis added.) Where is the consideration of the changes referenced in the recent report of the UN IPCC, or even the Kem C. Gardner Policy Institute report? Is it reasonable to claim successful reversal to a "natural state" in a sensitive ecosystem? Was it not because of old mining operations and both surface and subsurface conditions, that the USFS concluded the proposed land exchanges from ASL would be disallowed?

Examining the cost for consumed fossil fuels and construction materials is not the only measure of irretrievability. What about the effects to the air quality and watershed from the construction processes? Are these irreversibly or negatively committed for this project? LCC is characterized as a sensitive high-alpine setting. Trees are near the upper elevation of survivability. What is the survivability of trees planted by ASL, numbered at the thousands of trees annually? Do those trees, planted by "experts" survive for 10 years, let alone the lifespan of earlier conifers in this forest environment? What supports the statement that there is no reason to believe a conversion would ever be necessary or desirable?

With increases in avalanches, flooding and debris flows, would infrastructure no longer considered safe to operate be simply left in place? Chernobyl was built as a “forever” structure, perhaps with no idea there would ever be a reason to convert the site to another use, or restore it to prior development. Is that the metric UDOT is seeking here? Where is the analysis of the irreversible and irretrievable loss of trees, wildlife habitat and vegetation? Where is the analysis of the likelihood that those items, having been lost, could be “restored?”

Where is the economic and environmental cost information for this “chapter”? Ecological changes are occurring as a result of climate change. Where is the analysis of the effects of that change on the ability to “convert” land disturbed? What supports the conclusion that removal of infrastructure, leads to that land being converted “to a natural state”? Evidence of mining operations, abandoned for more than 100 years, remain evident in LCC. What consideration was given to this reality? Is “conversion” realistic?

4. Views and view-shed.

"Why are we managing scenery? So that our children and grandchildren can enjoy the beauty and spirit of the national forests, just as we have enjoyed them." (Landscape Aesthetics: A Handbook for Scenery Management, USDA Forest Service, 1995)

“You might think that scenery is too subjective to manage (e.g., “beauty is in the eye of the beholder”). However, scenery management on National Forest System lands is a logical and orderly system based on research, which consistently shows that people need and appreciate natural-appearing landscapes, and dislike changes that contrast with or are out of character with these landscapes.

“The Forest Service has been managing scenic resources since 1974, when the Visual Resource Management System was published. In the early 1980s, the [] National Forest was mapped using this system, and “Visual Quality Objectives” were established in the [] Forest Plan. Over the following years the Forest Service developed a new system, guided by 20 years of experience with the old system, substantial advances in research and technology and a significant increase in demand for high-quality scenery. The SMS was unveiled....

“Scenic Resource inventory leads to mapping of scenic classes, the importance of the scene in that area from extremely high level of scenic importance to only moderate importance (5 levels) evaluating inherent scenic attractiveness, (distinctive, typical or indistinctive) concern levels

and scenic classes from high sensitivity too low. It is form [sic] this that SIO's are established so first managers are guided towards maintaining, restoring and enhancing scenic resources. Projects can then be analyzed for new uses or facility proposals and scenic resources can be monitored over time." [Coronado National Forest](#)

The management of scenic resources is required by many laws, including the National Environmental Policy Act of 1969, the Forest and Rangeland Renewable Resources Planning Act of 1974, as amended by the National Forest Management Act of 1976. These acts ensure equal treatment of scenic resources with other resources. (*Id.*)

The Uinta-Wasatch-Cache National Forest (UWCNF) uses the same system as Coronado National Forest. The 18 year old Forest Plan here, describes the future condition for LCC as an area "that will continue to be a valuable and pleasurable natural backdrop for the urban area," with views "carefully managed to sustain scenic resources." (§17.3, quoting from the 2003 Forest Plan.) Has this scenic resource been treated equally with other resources in this DEIS? How has "scenic resource" been given equal resource treatment when the "plan" is to *exempt* a facility or structure forecasted to be of "unacceptably low" level of scenic integrity?

The two wilderness areas in LCC were specifically excluded from the analysis. (17.3.3). This was because creation of those areas was "not intended to create buffers to preclude non-wilderness activities beyond their boundaries." (*Id.*, citing Public Law 98-428.) Although not in the purpose of the wilderness creation, should the effects from noise and reduced view contrasts nonetheless be considered because recreational users go to those areas to escape infrastructure and "urban" landscapes?

UDOT identified the USDA's Standard S22 for Scenery Management:

"Unacceptably Low scenic integrity refers to landscapes where the valued landscape character being viewed appears extremely altered. Deviations are extremely dominant and borrow little if any form, line, color, texture, pattern, or scale from the landscape character. Landscapes at this level of integrity need rehabilitation. This level should be used only to inventory existing integrity. It must not be used as a management objective (USDA Forest Service 1995)."

If the only way the gondola alternative could be implemented is to either ignore this standard, or, simply write in an exemption, does that suggest the alternative is no longer acceptable? The latter is what has been proposed. What other impacts might there be

from this exemption? Are there no other impacts or effects from the suggestion to amend the Forest Plan? Is it sufficient to merely add "This standard does not apply to the activities approved for the Utah Department of Transportation's S.R.210 Project (Record of Decision, [date])"? Might a narrower exemption be crafted to prevent future activities, not part of any record of decision by this proposal, be eliminated from being "grandfathered in" or considered as being consistent with the newly altered landscape?

UDOT established more than 20 "key observation points (KOP) from which to evaluate the effects on view shed for the analyzed alternatives (enhanced bus and gondola in Appendix 17A, and the cog-rail in Appendix 17B). These KOP's are along Wasatch Boulevard, and continue along LCC roadway, and include a few residential areas at the mouth of the canyon and trails, before they end high above the canyon floor. (Table 17.3-1, *et seq.*) The rationale offered for selection of these 25 KOP's, is stated to be that they represent

"viewing locations from which the sensitive viewer types would typically view the project elements from either stationary locations (residential areas or recreation sites) or linear locations (highways and major roads.)" §17.3.3.

"Viewer groups" are travelers, residents, tourists and recreational. Notably residents are considered a "sensitive viewer type," and defined as

"people who live and work in the impact analysis area and generally view the landscape from their properties and homes, and often from places of employment while engaged in daily activities." (17.3.2.6)

The KOP sites are to represent locations where the sensitive viewers, those with the highest sensitivity, typically view the project elements. Residential areas are addressed in 24% of the 25 KOP's, the balance address viewers who are merely traveling through, tourists or recreational viewers. Are there different sensitivities in both duration and location depending on the viewer group? Because the report identifies these three distinct viewer groups, it is clear not all viewers are considered the same. Some viewers have different sensitivities for aesthetics, changes to the landscape, and scenic or historic status.

The residential areas analyzed include La Caille, Fort Union Boulevard, Daneborg Drive, Quarry Trailhead, and Wasatch Resort. These properties are roughly at 5000' in elevation. No residential areas were addressed higher in elevation in LCC. No residential areas are analyzed close to the Alta community, nor residences in Snowbird. The residential areas in the canyon include the Gate Buttriss, KOP 6, and is about 1 mile up LCC. Wasatch

Resort, identified as KOP 5, is West of KOP 6. Wasatch Resort was selected as a KOP because it "represents typical views from a residential area in Little Cottonwood Canyon and an adjacent popular trail." (Table 17.3-1.)

Little Cottonwood Canyon includes SR-210, a [Utah State Scenic Drive](#). That drive is 7 miles in length. Over that distance, proceeding Eastward, the roadway climbs approximately 2500 feet above the mouth of the canyon. However, despite this climb, Utah official sites characterizes this canyon as a "glorious natural playground." This is further emphasized by the need for 19 KOP's in the canyon despite a mere 7 mile distance. The balance of the sites are in the Salt Lake Valley.

Of these 19 canyon sites, all but two are for recreational trails, trailheads and campgrounds; areas for seasonal and/or temporary travelers, tourists and recreational users. (KOP 6-17, 22, 23 and 25; see also, Figure 17.3-2.) A more than two (2) mile gap in KOP's exists between Snowbird Entry 1 to Catherine's, KOP 19, (KOP 23 is in that area, but relates ONLY to the cog rail alternative, not a preferred alternative in this DEIS). (Table 17.3-1.) Even there, the sensitive viewer is not a resident, but a traveler along SR-210 and recreation users or tourists at Snowbird. (*Id.*)

Snowbird Entry 1, KOP 18, is along the highway. KOP 19, designated "Catherine's Pass," is at the top of Alta Ski Lifts Company's (ASL) Sunnyside Lift. (KOP's 18 and 19, pictured in Appendix 17A.) KOP 18 is pictured as both an Existing Condition and a future Proposed Condition. Even then, the depiction is only a portion of the proposed gondola tower. That tower extends off the top of the page. What is displayed is a 4 legged metal lattice tower, rising from the ground. It doesn't appear any Snowbird residents visual sensitivities evaluated.

UDOT has chosen to look to viewer sensitivity as defined by the USDA Forest Service. This metric focuses on the "viewing public who visit recreation sites in the national forest and the viewers degree of concern with changes in the landscape setting or a particular viewshed." (17.3.2.6) Using this metric, consideration is given to volume of use, viewing duration, concern for aesthetics, scenic or historic status, and type of use between travelers, tourists, recreation users and residents. The report highlights scenic or historic status increasing concerns over aesthetics by increasing the amount of use and the duration of use which in turn increases the viewers' concern for changes to the landscape. In addition, special management areas or designations can also affect viewer sensitivities.

Here, UDOT's evaluation of visual impacts is within a range of four: either, no-impact, low, medium or high. In Alta, while not a "wilderness," the visual scene is dominated by the mountains, not "Brutalist style hotel condominiums" as are dominant in adjacent Snowbird. (see, Tables 26.5-6, 26.5-8, Table 26.5-11, etc. "property descriptions" in Snowbird).

With all of this emphasis on viewer sensitivities, UDOT did not address the community of Alta, nor her with 228 residents in the [2020 Census](#). An entire community is not even analyzed nor a KOP located near these residences. Would the duration of views be "high" from one's home? Similarly, the amount of use of the area and concerns over changes to the landscape from this population is likely inadequately explored as well. Would effects, analysis and results change if the DEIS considered this viewer group. Does not one of these residents warrant analysis from their "stationary location[,] from which residents live and work," designed their homes to enjoy views of Mt. Superior, snowy glades, Hellgate Cliffs, or other natural settings, free from infrastructure? Where are Alta residents included? Is there a reason these residents were specifically excluded from sensitive viewer analysis? How would the analysis change should they be included?

The DEIS locates cables and towers that literally "tower above" the homes, nature trails, and the community, as high as a twenty-story (20) building. Could this design make a significant impact to A viewer, let alone a sensitive viewer concerned with changes to the landscape setting? Also, the proposal locates a ten-story(10 story) high tower along a relatively flat, area immediately adjacent to the Town Park. What level of concern for the sensitive park user/viewer is involved? The gondola terminus, location has an ill-defined footprint on the ground or in the "air." There is no depiction for how much of the view shed might be affect. How can the effect be evaluated when details are absent?

Information is missing though some parts of this DEIS were prepared in July of 2020, almost a year before it was provided to the public. For example, the pages after the "current and proposed future conditions" depictions for KOP 18, Snowbird Entry 1, is a BLM's "visual contrast rating worksheet." That sheet identifies the degree of contrast of structures as "Strong" in form, in line, in color. Only texture is at the "moderate" level of visual contrast with the surrounding landscape. Mitigating measures" are not provided, but said "to be developed based on further design information." Does failing to include design criteria make the visual contrast evaluation pre-mature?

KOP 19 does not include a representation for the “proposed condition.” (Table 17.3-1). This is likely so because having chosen this location, the gondola terminus and the tall, 10 and 20-story towers within Alta, are obscured by Greeley Bowl. The proposed elements would be “around the bend” of the canyon. This leads also to “no contrast” rating for the elements of form, line, color, color or texture. Similarly, no mitigating measures are recommended; the “elements” are not evident because the viewing location avoids that, hence “no perceived change.” That location “allows” conformance with the SIO’s. (Defined *infra*) What if the KOP 19 were located on Albion Meadows Trail, or from Mt. Superior, or Flagstaff trails? What if from residences along Albion Basin Road, residences along the Bypass Road, residences along Powder Run Road, to name but a few residential areas? What effect would there be to the visual contrast rating and the SIO criteria? Would ratings continue to be “none” or no perceived change in landscape character? Obviously not.

The SIO includes goals 59 and 60. These goals require managing forest landscapes according to landscape character, themes and that the SIO’s be mapped. (G59). Similarly, no resource management activity should be permitted to reduce scenic integrity below the objective stated for the management prescription categories. (G60) Was the selection of KOP’s to choose areas with only contrast ratings as merely “high” versus unacceptable? How many other sites along the route of the proposed gondola, if selected, would result in the same analysis? Would ratings continue to be predominantly involving “no perceived change”?

I took this photograph from the same location as KOP 19. It is not Catherine’s Pass, but closer to tower 14 of the Sunnyside lift in Alta Ski Lift Company’s (ASL) special use permit area on USFS lands. This photo depicts the scene approximately 6 towers “below” the Sunnyside lift terminus. One can not even see Mt. Superior nor Cardiff Pass. Why isn’t the classic view from Alta which appears in coffee table books, calendars and promotional literature, i.e., looking down the canyon with the profile of Mt. Superior on the right, included as a KOP? From that perspective, the gondola station and towers would be prominent.



Please provide further design information. It is only once details are provided that the public can comment. Until then, we are trying to pin the tail on a non-existent donkey.

Both locations KOP 18 and 19, only consider sensitive viewer groups of tourists and recreational viewers. NO resident viewers were considered in the Town of Alta. Further selecting KOP 19, AFTER the canyon turns roughly 90° to the South, views are significantly different from the homes and residential properties within the town.

The Forest Plan scenic integrity objectives (SIO) is one metric for evaluating visual impacts; one the USFS uses on public lands within its jurisdiction. (§ 17.3.4). These criteria establish goals for *maintaining* the scenic integrity of the forest landscape. This methodology has 6 benchmarks from “unacceptably low” to “very high.” (*Id.*) Instead of using a similar tool, UDOT eliminated the full breadth by reducing a 6 level criteria to 4: “high” to “none/negligible.” (Table 17.4-1). Notably, the USFS does not even include “none” in its benchmark criteria. If “none” were included in the SIO, there would be 7 categories, nearly double the number of categories UDOT used to evaluate here.

What effect is there for UDOT using a scale with fewer benchmarks? Does it result in a mischaracterization of the visual impacts as artificially low? The SIO contains four distinct objectives that can fairly be categorized as visually impactful: from a noticeable deviation, activities visually subordinate to landscape character, vegetation and landform alterations of the activity are dominant but valued viewing from background distance, and deviations are extremely dominant requiring landscapes needing rehabilitation. The “unacceptably low” criteria is only to be used for inventory, not as a management objective. There is no “objective” to have a visual impact which is unacceptably low.

Preferred alternative Gondola B, received an evaluation of “*unacceptably low*” because it is said to lack the ability to meet the visual, scenic integrity objectives in the 2003 Forest Plan. Nonetheless, no mitigation is proposed. Rather, the “management” option selected is a suggestion to *exempt* the project, a “one-time”, exception, said “not to establish a precedent for other potential amendments.” (See, 28.3.2.2 and 28.4). Would future visual impacts be evaluated based on the then current landscape with a then existing gondola, cables, cabins, towers and termini infrastructure in place? Was there any analysis given to an “exemption” and a potential “forever” visual impact?

Where is the analysis of percentage of land and water and vegetation versus man-made structures in KOP 19? If that location were moved to Patsey Marley, would the conclusion of “no perceived change” remain? Table 17.4-16, identifies the possible settings as urban, developed natural, natural appearing, natural evolving and resort natural setting. Three of these five, the middle three, demonstrate impacts which are high-to-moderate.

Snowbird brands itself as a ski and summer resort. That label tells the public to expect a resort with amenities for winter and summer. It colors expectations for visitors to expect infrastructures, both those involved in winter sports, but also those not involving skiing or snowboarding.

On the other hand, Alta Ski Lifts, Company, brands itself as a winter ski lifts company, with winter trail maps with an address for “Alta Ski Area.” ASL’s [summer](#) trail map is on the website, Snowbird on the other hand, prints and distributes seasonal trail maps; a [winter](#) trail map, and a separate resort map showing summer operations including dining, lodging, and [activities](#) like alpine slide, bungee trampolines, rope courses, fishing, shopping and Oktoberfest.

Is there an analysis showing that Alta and Snowbird should be treated the same? Is there a Snowbird community commensurate with the Town of Alta residential community? Is the character of Alta Town the same, similar or disparate from the character of Snowbird resort? Is the town of Alta synonymous with the Alta Ski Lifts Company business, or, are they separately and distinctly addressed? Does the DEIS assume that one speaks for the other? Is Snowbird more akin to an amusement park than a municipality? Is the landscape of Snowbird inline with project elements that were coordinated so as not to detract attention one from another? The DEIS characterizes Snowbird as a resort setting with a characteristic of "natural evolving." The landscape has substantial alterations so it is concluded there would be negligible impacts from the proposed alternatives under consideration.

Is there a reason the Town of Alta was not evaluated? Is it because the natural elements in Alta dominate? Would that characterization remain constant with the addition of the proposed alternative of Gondola B, or even the widened roadway in the enhanced bus alternative? Would the landscape be substantially altered with the proposed activity? What is the current character of the landscape and what would it become with the proposed alternative? Absent UDOT doing this analysis, there is nothing for me to comment upon.

The FAA requires towers and man-made features taller than 200' AGL to have obstruction lighting to prevent aviation accidents. The DEIS notes Little Cottonwood has an "enclosed nature." (17.4.5.2) It is because of this "nature" the FAA may require all towers to be illuminated for safe aircraft operations. Typically this requires flashing lights, turning on and off, 20 to 40 times per minute. This would create a string of flashing lights in Alta and potentially throughout the canyon. LCC is noted to consist of "night skies which are relatively dark," once one ascends above of the Salt Lake valley light dome. What consideration was given to Alta investigating registering as a [Dark Sky](#) community?

Both Airmed and construction helicopters have been regularly used in the past few years to both airlift injured people from the ski slopes and hiking trails, but also install avalanche devices and lift towers. Only Airmed/rescue operations have occurred in the dark, in the night, summer or winter. How would these operations be affected by the alternatives addressed by the DEIS? The DEIS considers proximity sensor lighting an option, if feasible and approved by the FAA, possibly aircraft detection lighting system (ADLS). Was there any consideration given to beginning night operations? Was there any evaluation of the magnitude of the change from zero to x? In the "immediate and

foreground”, would impacts be high? Or, would the impacts be “everywhere” due to the enclosed nature of LCC? The DEIS is incomplete in not evaluating the immediate, foreground or middle landscapes.

5. Considerations of a Changing Climate

As stated above, August 9, 2021, the United Nations Intergovernmental Panel on Climate Change, issued a “Code Red,” report describing human driven global heating as irrefutable, irreversible, requiring immediate action to reduce greenhouse emissions. (UN IPCC 2021).

UDOT should now recognize the IPCC report sets forth new information and scientific evidence on climate change, not available when the DEIS was being drafted and finally released in June. The IPCC report must lead to a re-evaluation of the environmental assumptions and consequences from the proposed alternatives. Would the “no-action” alternative achieve a higher score, or other alternatives previously rejected? Is it still tenable to act as if previously conceived solutions and prior practices, i.e. adding more human-made infrastructure to the forest, and ignoring the human impact from an unlimited number of people, is still the direction to take? Ignoring this new report and the consequences stated therein seems imprudent at best.

We have already seen that, formerly rare, heavy rains are occurring now, bringing additional debris flows. This will likely occur more frequently, and new drainages from erosion contributed by more people creating and widening user-created trails. U-210 has been an artery for well over 80 years. This roadway *needs* to continue to be such into the future for LCC residents and businesses unable to use a gondola nor a bus. The DEIS ignores this basic fact. This silence is another demonstration that the EIS is incomplete.

Project contrast, as the methodology from the Bureau of Land Management (BLM), is again here circumscribed to the *immediate* foreground (≤ 0.25 mile), the *foreground* more than 0.25 miles, but less than 0.5 miles from the activity, whereas *middle* ground is anything beyond 1/2 mile. However, even that one location in Alta is removed to the top of the Sunnyside ski lift. From that location, any proposed large towers will likely be obscured, as would be the large terminus building. Further, that location is ninety degree (90°) from the principal direction of Little Cottonwood Canyon. The view and observation there is Not similar to the rest of the town of Alta. The DEIS analyzed no

town observation points. (See Tables 17.4-2 through 17.4-28.) Not from Cardiff Pass Trail, nor from residences in Alta which have prized the mountainous and or stream-bed views and sited windows to capitalize on the views of natural rock, trees, water. I am unaware of anyone who has sought nor emphasized views of manmade mechanical, transportation, or infrastructure “improvements.”

In addition, the change to precipitation is also not effectively considered. Droughts will persist, not as single year events, but decades long events; as has the current drought. There will also be periods of heavy rains. There will be low snow years and high snow years. However, the DEIS fails to consider the fact a “ski season” duration is not a constant; that “season” is no one, specific length. It can begin in early November, but also can be pushed back to late December- nearly a 50 day difference. In recent years, more snow in the early season has been “man-made.” That snow is possible through a combination of cold air and water forced through snow guns or fans. Only when both temperatures in the mountains are sustainably low, and water is available can that occur. Increased population in the Salt Lake Valley demands more and more culinary water annually. There is a finite amount of water, almost all water in LCC is owned by Salt Lake City Corporation. Has UDOT considered the priorities of allocating water for household drinking water air in conflict with resort use of water for snow-making? Will Salt Lake City continue to allocate water for snowmaking, and at current rates, higher rates, lower rates, or variably, over the next 30 to 50 years?

6. Traffic management

Examining indirect effects, the DEIS notes an Alta Town resolution supporting a visitor management plan for the roadway. The analysis then concludes that neither alternative advanced would increase the capacity for personal vehicles on S.R. 210, because “both alternatives would try to reduce personal vehicle use by 30% during the winter.” (20.4.2.2.1). This is to be achieved by “eliminating winter roadside parking,” further reducing congestion and the “need for the town manage traffic.” (*Id.*)

Trying” to reduce use of personal vehicles is a laudable goal, yet the DEIS does not provide concrete plans for achieving the reduction. Even with ski area subsidies for resort employees and pass holders, there are many people who use the canyon NOT for resort skiing. They ice-climb, the participate in backcountry skiing, snowshoeing, and photography. There is no suggestion that these individuals or groups would be subsidized to use either mode proposed here.

Where are the 230 roadside parking spaces to be eliminated? Do any of these involve lands belonging to private property owners? Are they in the town of Alta, near trailheads in the lower canyon, or along SR-210 at Snowbird? No details are provided to be able to tell whether Alta managed traffic would be reduced, or increased by vehicles seeking already crowded and inadequate parking areas outside UDOT's jurisdiction, USFS lands, or private property. The Alta Marshal Office (AMO) provides stellar support for ALL users of SR-210 within the town limits, and when requested, in the canyon beyond Town boundaries. Where is the evidence for the conclusion that no "induced visitation in the town [of] Alta," would result from a bus service only to businesses? The service identified, stops exclusively in the resorts resulting in people taking the buses, though they may have an ultimate destination other than those businesses, but needing to arrive at the resort, at least initially. Does either the bus or gondola option provide public or private transportation to take people to other canyon locations, not directly/primarily served? Would a UTA bus be scheduled to take folks down canyon to their ultimate destination? Would there be a published schedule to pick people up from "down-canyon" recreational locations and return them to Alta or Snowbird Ski and Summer Resort? Would tourists those using other recreation opportunities be enabled to then board another vehicle, whether bus or gondola, to take them all the way down the canyon following their recreational activity outside the businesses served?

Absent knowing these details, it is difficult to tell whether the stated attempt to reduce personal vehicle use, and/or eliminating of *some* roadside parking would indeed reduce the need for Alta Town managed traffic. Would the result indeed be a reduction in the town's operating budget from improved traffic management outside the town limits? Or, would the impacts increase town management and result in an increase in the town's operating budget, falling not only on the businesses in town, but also the private property owners/residents?

What agency could manage "no-limit" traffic? Certainly, AMO can not. Would controlling traffic AFTER vehicles reach Snowbird, then be subject to tolling, solve problems or create more congestion, pollution, noise and even possibly aggression? Absent controlling traffic at the mouth of the canyon, how can personal vehicle use be managed in a way that reduces the need for the Town to manage traffic? In the event that either alternative were pushed forward, what is the mechanism to actually reduce personal vehicle use? Assuming UDOT is successful in reducing personal vehicle use by 30%; with either enhanced buses or a gondola operating, with capacity for 5,500 people per hour, is a 30% reduction enough to avoid overwhelming the canyon with visitors?

7. Visitor management

The USFS expresses its obligation to provide balanced access to all users of public lands within that agency's jurisdiction; whether resort users to lands within special use permits to the resorts, or to people recreating on public lands, outside the ski lift businesses. The Uinta-Wasatch-Cache National Forest (UWCNF) is tasked with managing lands in the Wasatch Mountains, "The Forest Service and its employees are public servants tasked with trying to 'provide the greatest amount of good to the greatest amount of people.'" (*Id.*) Within this rubric, and constrained by the National Ski Area Permit Act, and as amended, the Agriculture Department and agency within, provide guidance for permittee operations for skiing and ancillary facilities. However, as mentioned, the USFS also requires the permittee to support, or at a minimum not thwart, non-resort users to the national forest.

The UWCNF has chosen not to undertake visitor management studies. Other forests within the department have, and continue to do so consistent with visitor management sciences and criteria developed by experts analyzing and implementing best management practices within that field. See [Coronado National Forest](#), not far from Tucson, Arizona. Sabino Canyon sees millions of visitors each year, similar to LCC.

What is the supply of recreational opportunities that can be accommodated? The UWCNF has limited the number of parking spaces to levels in the 2003 Forest Plan. Similarly, the parking on permitted lands must accommodate all uses of the forest, whether visits to the permittee's operations, or other public lands under a multi-use accommodation. In a boxed canyon, such as LCC, the supply of opportunities is finite, as are the number of hamburgers available to sell, the number of seats at the restaurant, the stalls in the bathroom, and virtually all measures traditionally used to set capacity for concert venues, movie theaters, buses, gondolas, etc. Visitor capacity also implies a quality standard.

Alta, Snowbird and other recreation permit holders are tasked with "managing visitors' experience and safety." (DEIS 20.4.2.2.2.) This is stated to include the area's responsibility to protect public health, safety and the environment while ensuring delivery of high quality services. To accomplish this, the businesses are required by the USFS, to provide appropriate infrastructure to accommodate skiers, and other users to the public lands.

When the UWCNF does not do visitor management, is the permittee required to perform that analysis to include in its master development plan? When the permittee is operating in

an area with multiple jurisdictions, national forest, state highway, county watershed, municipal building and zoning, does the forest require compliance with all other jurisdictions rules? Is the permittee operating on NF lands considered exempt from municipal zoning which requires provision for adequate onsite parking spaces for all new residential units? Is the permittee required to contract for public safety and health for its customers rather than rely on municipal services? What metrics must the permittee follow to ensure "high-quality services" to its patrons; when and how is this monitored?

The New York Times quotes ASL's then General Manager, Onno Wieringa as he stopped vehicles attempting to enter Alta ski area. He turned them away saying "If we were to permit more skiers on the mountain it would compromise the quality of the experience skiers have learned to expect from us." [NYTimes](#), March 3, 1998, §3 p. 11 entitled, "EARNING IT: A ski area without the extremes." Alta was turning a profit with 3,500 skiers a day with more customers than it needed. In 1996-1997 gross income from lift tickets sold was estimated to be about \$12.6 million annually. ASL pays 2.5 percent of net income to the Forest Service for use of the land. The [NYTimes](#) article says that ASL remains committed to staying small and independent. Wieringa's proposal to limit the number of cars and buses that could park on the mountain, was eventually supported.

Current General Manager, Mike Maughan described the ASL, in a July 14, 2021, Alta Town Council meeting. Therein he considered the ski area a "mature ski area. [and] anticipating more demand than they have capacity to accommodate going into the future. Focus will be how to manage that demand in a way to take care of the ski experience as well as the resource." (Alta Town [website](#), meeting recording.)

Development in Alta is limited due to water limits controlled by Salt Lake City, as well as the municipal zoning and building regulations. What infrastructure growth and expansion will be necessary in the canyon under UDOT's DEIS alternatives? How much more employee housing, more guest accommodations, restaurants, retail outlets will be needed? How will all of this expanding visitation not create an economic stress on the town Alta and her private property taxpayers to fund public safety for these millions of visitors?

How does the DEIS address the fact that demand in Alta exceeds capacity at present? What parameters besides traffic and parking have been considered by UDOT? "Authority of the resource" analysis suggest that visitor capacity, or supply of opportunity, is really the first consideration. Where is the opportunity to increase of supply; where is the effort to reduce demand? What effort has been put into studying the fact that the visitors to LCC are on par with the visitors to [Yellowstone](#) National Park? Yellowstone saw an 11%

increase in May '21 over May '19, with 483K visitors. 2020 was logged as the busiest year, with 3.8 Million visitors. The NPS workforce in Yellowstone is 800 people managing 2.2 million acres. The [Salt Lake Ranger District](#) manages 215,000 acres of NF lands in Davis, Salt Lake, and Tooele Counties. This district manages that with a full-time staff of about 15 people, plus 55 seasonal summer employees as well as volunteers. and [Uinta-Wasatch-Cache National Forest](#), one of the most heavily visited in the entire National Forest System, with nearly 1.2 million acres, and a workforce of fewer than 1K.

Budgets of the two areas are comparably imbalanced as well; there is \$33M budgeted for the Yellowstone NPS including rangers, law enforcement, safety and security, emergency medical, search and rescue, structural and wildland fire.... On the other hand UWCNF,

[SL Ranger District](#): has noted reliance is on partners in material and personnel.

"As population grows in the areas surrounding the Salt Lake District, ... it will require committed, collaborative and sustained efforts between the Forest Service, local communities, concerned citizens, and visitors to insure these fragile plants [AB summer-long wildflower displays] and wildlife [The Bonneville Cutthroat, a sensitive species, [] making a comeback in many of district's lakes and streams] are protected."

Stellar efforts are underway from the UWCNF Salt Lake Ranger's office, as well as [Friends](#) of the SL Ranger District. Non-profits and volunteer groups as well as ASL and Alta mount efforts to improve the forest health by removing invasive weeds, restoring areas damaged by user-created trails, tree planting in the forest, and other cooperative efforts. Nevertheless, the Friends of the District website notes nearly

"6 million visitors per year, primarily in Little Cottonwood, Big Cottonwood, and Millcreek Canyons... year round ... enjoy[ing] a **multitude of recreational experiences**, such as downhill skiing, cross country skiing, camping, mountain biking, hiking, rock climbing, horseback riding, wildflower and wildlife viewing, and motorized off-road recreation. In addition, the Wasatch Mountains bring in artists who capture nature's beauty in their preferred medium." (*Id.*)

However, absent a canyon-wide capacity analysis, a valuable tool is missing. This is a tool for forest and municipal management that the Central Wasatch Commission is seeking, but results of the initial phased analysis are not yet available. Absent a visitor capacity analysis, where is the analysis into the impacts on a small rural community and its residents both to quality of life and economy? What impact would the preferred alternative present should interlodge conditions develop; will there be adequate indoor, safe spaces for visitors? How can thousands of visitors exit the canyon at the end of the day without delays? The analysis considers the ingress, NOT the egress.

With either a bus or a gondola, and perhaps thousands of people in the canyon, they are limiting access to 3540 people at a time; assuming that all the conveyances are not filled at Snowbird, before they reach Alta. Is it responsible for transportation officials to write a prescription for capacity decisions absent prior capacity analysis and monitoring? What number of people can be accommodated for each recreational experience? How will people be distributed; time of day, area disbursement? What are the limits to culinary water; snow-making water supply? What is the limit to sanitation and the ultimate quality of the water in the watershed? What are the limits to food/beverages available? How will food arrive; via bus, gondola, truck? What are the impacts to the existing flora with million visitors? What about 2 million people (approximating a 1/3 split in the total visitation between the three canyons.) What are the impacts to fauna with not 1 million people, but 2 million, 3 million, or 4 million people annually?

What are the quality standards used to measure these impacts? How and when will visitor satisfaction be viewed/evaluated? Businesses can seek patron input, but what about the visitor to the NF lands outside the ski areas; how are their opinions and sensibilities obtained? When and what opportunity will there be for written complaints; to whom and how will they be resolved? How are law enforcement encounters handled on the ground? What and when might they be needed in the transportation system, whether the gondola or the bus? Considering drugs, weapons, and mental instability; will Transportation Safety Administration (TSA) personnel be necessary? If so, how many, and where deployed? Specifically, for the gondola, where will operators be located, have the opportunity to take breaks, be housed, obtain meals, and have their sanitation needs met?

We know from experiences now, that despite traffic congestion and excessive travel times in the morning and evening, people STILL come into LCC for the beginning of the ski day. Many people have NOT altered their destination, nor alter their arrival or departure times to avoid delays. UDOT had a pilot program for LCC of pre-qualifying vehicles of residents and employees. This program allowed those individuals to present their vehicles pre-season and demonstrate they had traction control devices, either 4X4, snow tires, chains, or other devices to qualify for a windshield sticker to avoid waiting in the line at the entrance to the canyon. Did this effort work? Would adopting a traction control requirement for the entire winter improve the drive in LCC? Is it the "unexpected" snowfall that occurs when 2-wheel drive vehicles are traveling the canyon, having arrived when no snow was falling which are causing traffic accidents and congestion? Is the construction or heavy delivery vehicle traveling during peak periods slowing traffic flows; might they be restricted from traveling then?

Why has tolling not been implemented? Why wait to implement the program as part of a \$500+ million construction project? What is the social justice to charge when some people can not afford to ski so can not receive the ski area subsidy? How can the people who merely want to take nature photographs in the twilight or pre-dawn, take advantage of the system as envisioned? What about employees who must arrive to work before dawn or remain after dark; will the modes envisioned accommodate early morning and late night travel, or must these employees take their private vehicles because their schedules do not align with the majority of other users and the conveyance schedule?

When discussing tolling, the DEIS does not include a toll amount, as it is said to be driven by travel demand. Is this an uncertainty that will lead to “smart” travel choices, or not? Is it a fair assumption that a \$20/day toll “might” lead to 1200 skiers and about 550 vehicles no longer visiting the ski resorts? Could the system be tested now, prior to spending one-half a billion dollars?

UDOT does “not expect” tolling to cause “either roadway congestion or overcrowding at one resort.” Might it lead to congestion and/or overcrowding at more than one resort? Are people making resort destination decisions based on travel, ticket price, snowfall, terrain, or other factors unrelated to transit? The DEIS proposal outlined in 20.4.6, applies a toll “only to areas above Snowbird Entry 1,” ... “in effect only during busy morning periods in the winter,” visitors to trailheads in the lower canyon would not be affected. What is the plan for late afternoon traffic congestion? Vehicles leaving the Alta ski area are confronted with multiple delays. The “high-T” intersections installed at the Wildcat Lot, Snowbird Entries 4, 3, and 1, aid the flow of traffic primarily from the Snowbird resort. For every two vehicle leaving ASL’s Albion parking lot, there will be 15 additional cars entering the traffic lanes between those vehicles, by the time those two vehicles are West of Snowbird Entry 1.

UDOT proposes working with UWCNF, should it implement a site fee for LCC such that the roadway toll and the site fee be a single winter fee for backcountry users. The envisioned system is for UDOT becoming a USFS concessionaire, by “paying a yearly fee for winter operations and maintenance of amenities at the recreation site of potentially constructing the amenities for the USDA Forest Service.” There is no mention whether a bidding process would be required for others desiring to take that concession and the permit application period. As the

DEIS speaks to winter travel needs, no consideration is given to fall, spring or summer access issues. What is the effect on visitors in those seasons? Would there be a yearly non-winter fee to use the envisioned UDOT amenities for trailheads? How would all that interact with the Salt Lake City watershed provisions?

The DEIS sites the Snowbird gondola station over the By-Pass Road, a 4-lane roadway including a bridge, east of a 13 story hotel and west of a 4-story parking garage, all operated by Snowbird Ski and Summer Resort. From that perspective and location, Tower 17 does NOT have a substantial impact. Snowbird presents as a resort setting infrastructure to support the resort's activities are not out of place. That setting also has clear views of the tram and towers which Snowbird uses to transport people to Hidden Peak. It also has visual complexity with many high-rise hotels and lift infrastructure plus the attractions of the summer operations including a mountain coaster. Locating additional UDOT gondola towers and a station in over the Bypass Road in Snowbird might not seem to impact that resort setting.

Does the same conclusion apply for Tower 19, pictured below, along the Nature Trail in Alta? That tower is said to be 20-stories high, at 230 feet above the ground. That tower is not far from residences in Powder Ridge, residents along the By-Pass Road. Does this



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location have the same or even similar “resort setting” as Tower 17, surrounded by resort infrastructure and a 4-lane roadway? Does the mere fact this locations positioned on a dirt, non-plowed “nature trail” suggest a more substantial impact compared to the Snowbird resort setting?

Similarly, although Tower 20 is proposed to be located in the ASL ski area, it is very close to the Alta Town park, which currently has picnic tables with built-in BBQ equipment, and a volleyball court. The proposed tower in that location, is *only* 10 stories tall. Was there consideration of the fact this tower site and terminus is in an area where school children in Alta, attending elementary school in the vicinity, recreate in that park location year-round?

In summary, I hope UDOT has a visitor capacity analysis done as an important precursor to any considerations or conclusions, including possibly major construction projects within LCC. Secondly, climate changes and future conditions need also to be evaluated and understood prior to making infrastructure suggestions, rather than relying on past conditions. Future winter Olympic events should not be considered in LCC for all of the safety reasons explored above and more, in the current DEIS. Finally, I believe a more thorough analysis is necessary for a proposed Final EIS, followed by an opportunity for the public to comment prior to a record of decision.

Sincerely,

Margaret Bourke
Resident, Alta Utah

Cc

Governor, Spencer Cox

Lt. Governor Deidre Henderson

Senator Kirk A. Cullimore

Senator Kathleen Riebe

Representative Gay Lynn Bennion

Salt Lake County Mayor Jenny Wilson

Salt Lake City Mayor Erin Mendenhall

USFS, Uinta Wasatch Cache National Forest: Acting Supervisor Chad Hudson

USFS, Salt Lake Ranger District, Ranger Bekee Hotze

Save our Canyons, Executive Director Carl Fischer

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COMMENT #: 13320
DATE: 9/3/21 12:00 PM
SOURCE: Email
NAME: Mike Maughan

COMMENT:

August 12, 2021

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121

RE: Alta Ski Area's comments regarding UDOT's preferred transportation alternatives presented in its Little Cottonwood Draft EIS.

Dear UDOT EIS Team,

First and foremost, thank you for your hard work on the monumental task of evaluating transportation alternatives for Little Cottonwood Canyon and selecting a preferred alternative. Alta Ski Area is supportive of any alternative that reduces traffic congestion and improves transportation in the canyon. We have reviewed the UDOT draft EIS and listened to or read many of the comments from individuals and entities regarding the draft EIS and offer the following comments for your consideration.

Background

Alta Ski Area is a year-round destination for more than 600,000 visitors annually and employs over 500 employees. Established in 1938, our visitors and employees have experienced a wide variety of travel conditions during the past 82 seasons. Personally, I have traveled the canyon 4-6 days a week, in a wide variety of conditions, for the past 32 years. Individually and collectively, we have seen and experienced the impact of snowfall, avalanches, mudslides, improperly equipped vehicles, and bus traffic in the canyon.

Alta Ski Area Review

Alta Ski Area recently completed a review of traffic flows (UDOT counts), average vehicle speeds (streetlight data), snowfall, temporary road closure data, parking counts and skier visitation levels for the 18-19 ski season to better understand traffic congestion issues and possible solutions in Little Cottonwood Canyon. The following was noted through our review process:

Weather

The primary cause of vehicle congestion and traffic delays related to Little Cottonwood Canyon is weather in the form of snowfall. Snowfall attracts more visitors to the canyon, often closes the mainline between Alta and Snowbird, reduces the traffic flow capacity of the road as it becomes slick and creates traffic backups due to closures for snow removal and avalanche mitigation work.

Road Capacity

Our review indicated that days when the road surface is only wet or dry, 5,000 – 6,000 vehicles per day have moved up and down the canyon with little congestion or delay. There were 42 days during the 18-19 ski season when more than 5,000 vehicles were in the canyon (an average of 5,815 vehicles per day). Our review showed the following:

- Uphill average traffic flows were 659 vehicles (11.3 %) between 7 and 8 am, 1,012 vehicles (17.4%) between 8 and 9 am, 882 vehicles (15.2%) between 9 and 10 am and 613 vehicles (10.5%) between 10 and 11 am resulting in 54.4% of the daily uphill traffic traveling up the canyon between 7 and 11 am.
- Downhill average traffic flows were 699 vehicles (12%) between 2 and 3 pm, 963 vehicles (17%) between 3 and 4 pm, 1005 vehicles (17%) between 4 and 5 pm and 741 vehicles (13%) between 5 and 6 pm resulting in 59% of the downhill traffic traveling down the canyon between 2 and 6 pm.

Our review showed that the current canyon road can effectively move approximately 1,000 vehicles per hour when the road is not slick and it is not snowing. Streetlight data analysis indicates average travel speeds are 35-38 mph between Entry 1 of Snowbird and the mouth of the Canyon when traffic flows are 1,000 vehicles per hour or more. At 35-38 mph it takes 12-13 minutes to travel from the Snowbird Entry 1 to the mouth of the Canyon.

Streetlight data overlaid on UDOT traffic counts, skier area visitation numbers, weather and road closure data shows that only a few days of the 42 days in our analysis had significant congestion or traffic delay. The vast majority of significant congestion or delays days occurred on when vehicle traffic in the canyon was less than 4,000 vehicles and was associated with significant snowfall or road closures. Weather is clearly the primary source of traffic congestion and delays in the canyon.

Snowfall & Traction Equipment Impact

Snowfall in the canyon coupled with vehicles lacking proper traction equipment reduces the traffic flow capacity of the road resulting in congestion and delays. Our review showed that there were 28 days during the 2018-2019 ski season when 3 or more inches of snow fell during the day. During those 28 days an average of 3,775 vehicles per day were in the canyon and average peak down canyon traffic flow was reduced to 602 vehicles per hour.

Streetlight data showed it is not uncommon for snowfall to reduce the safe traveling speed of vehicles with good traction devices to 25 mph or less. At 25 mph the traffic flow capacity is reduced to approximately 725 vehicles per hour and travel time increased from 12-13 minutes to 20-25 minutes.

During storm periods traffic can only move as fast as the slowest vehicle and it is not uncommon to have vehicles lacking proper traction equipment traveling 10 mph or less down the canyon. At 10 mph traffic flow capacity is reduced to 300 vehicles per hour or less and travel time increases to 45-50 minutes.

Our review confirmed that the traffic flow capacity of the canyon road is often reduced by more than 50% during storm cycles when the road is slick and vehicles without proper traction devices are in the canyon. This is without taking into consideration the impact of vehicles with improper traction devices sliding off the road, getting stuck or in accidents, or the delay time of vehicles waiting in parking lots to access the canyon road.

It appears the current EIS draft has not identified this issue nor suggested solutions to address it. The math suggests removal of vehicles with improper traction devices from the canyon would reduce congestion and delays during storm periods more than removing 30% of the vehicles from the canyon.

For example, it takes approximately 2.85 hours to move 2,000 cars out of the canyon with proper traction devices moving at an average speed of 25 mph during a storm period. Whereas, it would take 4.67 hours to move 1,400 cars (30% less) without proper traction devices moving at an average speed of 10 mph. It appears that one of the most significant things we could do now to reduce congestion and delays in the canyon would be to limit Little Cottonwood Canyon to vehicles with proper traction devices during the winter months. Please include this issue and potential solutions in the final EIS.

Superior Peak (Mainline) Road Closure Impact

Our review also indicated that traffic flows down the canyon from the Town of Alta are also reduced when the road under Superior Peak (mainline) is closed for public safety purposes and all traffic exiting Alta is required to use the Bypass road. The Bypass road is a much steeper road that is problematic when it is snowing and also congests traffic by allowing more merge points from Snowbird traffic delaying the Alta traffic's exit from the Canyon.

The UDOT draft EIS does not appear to identify this issue or its impact on traffic congestion and delays. Installation of Remote Avalanche Control devices (RACs) in this area may allow avalanche mitigation work to be done during the day to keep the mainline open during peak travel times. Please consider inclusion of RACs in this area in the EIS alternatives to reduce the congestion and delays created by requiring all Alta traffic to exit via the Bypass road.

Merging of Alta & Snowbird Traffic

Our review and experience indicated traffic exiting the Town of Alta is often delayed by traffic exiting Snowbird (particularly when it is snowing), when the road is slick or has been closed for avalanche mitigation. Roadside parking and multiple entry points onto the State Road at Snowbird can result in up to 10 cars from Snowbird traveling down the canyon for every one car from Alta until the Snowbird parking areas are empty. It has not been uncommon for 85% of

the vehicles parked at Snowbird to have merged onto the State Road and be below Entry 1 before 20% of the vehicles parked at Alta can exit Alta and be below Entry 1. When the traffic is congested due to weather, the commute for Alta visitors down the canyon is often an hour or more longer than for Snowbird visitors due to the merging of the Snowbird traffic onto the State Road.

The UDOT draft EIS has not addressed the impact of the number of traffic merge points at Snowbird onto the State Road and its impact on traffic congestion. Please include this issue in the final EIS and possible solutions such as signaling, a dedicated lane for Alta downhill traffic and keeping the mainline open.

Avalanche Mitigation Work

A common consequence of weather is closure of the road to perform avalanche mitigation work or for public safety. When it snows and the road is closed, traffic congestion develops on the traffic corridors and in the neighborhoods near the mouth of the canyon or at the ski areas as skiers queue up for the chance to ski the Greatest Snow on Earth.

Our review indicated that the road was closed at the mouth of the Canyon for avalanche mitigation work 12 days during the 18-19 ski season. Only two of those days had more than 5,000 vehicles in the canyon. These 12 days were the days the most congestion and delay occurred in the neighborhoods and arteries at the mouth of the canyon. Our review also showed that on road closure days the peak travel period for uphill traffic shifted from the 8 am to 9 am time period, to the 9 am to 10 am time period confirming traffic was queued up on the arteries and in the neighborhoods near the canyon.

The UDOT draft EIS does not address the impact that earlier completion of avalanche mitigation work would have on reducing congestion in the neighborhoods and arteries at the mouth of LCC nor suggest alternatives to complete the mitigation work earlier to reduce the congestion and delays. Please include this in the final EIS.

Currently, most avalanche mitigation work in the mid canyon and some within the ski areas is done via a 105 Howitzer program. It is our understanding the Army plans to discontinue the Howitzer program by 2026. Does this apply to avalanche mitigation work to protect the highway? It appears that this issue has not been identified or addressed in the UDOT draft EIS. Can you please address this issue in the final EIS?

Other UDOT Draft EIS Observations and Comments

Tolling

The Draft EIS suggests tolling be included in the selected alternative to incentivize the use of public transportation. While tolling may encourage the use of public transportation it fails to effectively manage the limited supply of parking in the canyon. During the 20-21 ski season, there were 15 days when all the parking spaces in the Town of Alta were filled and hundreds of cars were turned away.

Tolling would not have discouraged people from driving a vehicle up the canyon and trying to find a parking spot when they were all occupied. Tolling is not an effective tool to manage traffic and parking when the available parking is limited.

Alta Ski Area will be implementing a paid parking reservation system during peak periods for the 21-22 ski season to manage parking and traffic congestion. The paid reservation system will incentivize car pooling and the use of public transit, as well as, reduce or eliminate the number of vehicles traveling to Alta when parking is full. We believe this is a much better solution than tolling. We request the final EIS recognize that parking reservations systems implemented by the ski areas would more effectively manage traffic and parking, incentivize car pooling, and encourage the use of public transit than tolling. It would also shift the cost and management responsibility of this issue to the ski areas.

Roadside Parking

Both alternatives in the UDOT draft EIS include the elimination of roadside parking at the ski areas and with $\frac{1}{4}$ mile of trailheads. While it was noted that roadside parking is the result of insufficient parking at the ski areas and trailheads, UDOT only proposed expansion of parking at trailheads outside of the ski areas on Forest Service lands. It seems a reasonable alternative associated with elimination of the roadside parking at the ski areas would be expansion of existing ski area parking areas. This alternative would improve public safety, reduce congestion, and allow roadside areas, particularly those through Snowbird to be used to alleviate traffic flow and merging issues. We request UDOT include recognition that roadside parking at the ski areas could be eliminated by allowing the ski areas to expand their current parking areas in the final EIS.

Snow Sheds

While Snow Sheds with an enhanced bus service may reduce the number of road closure days or length of time required for avalanche mitigation work, buses must still queue up wait until the road is open before they can begin to transport visitors up the canyon. The Gondola alternative allows a more consistent and reliable transportation alternative when the road is closed for avalanche mitigation work, avalanches, plowing, mudslides/rockslides, or accidents. This will reduce the amount of traffic queuing up in traffic corridors or neighborhoods while the road is closed. The Gondola alternative is also less impacted by avalanche mitigation work and snow removal and does not require avalanche sheds. We believe avalanche sheds can be removed from the Gondola alternative to reduce costs, as well as, encourage gondola ridership.

Alta Ski Area Recommendation

Of the two alternatives proposed in the UDOT draft EIS, Alta Ski Area believes the LaCaille Gondola alternative is a better long term transportation alternative than the enhanced bus alternative and we encourage UDOT to proceed with this alternative for the following reasons:

Weather - Weather and slick roads are the primary factors that create traffic congestion and delays in Little Cottonwood Canyon. The Gondola alternative provides another transportation alternative that does not involve the road during weather events when we experience the most traffic congestion and traffic delays. While the bus alternative may reduce the number of vehicles in the canyon, buses are still subject to the road conditions and often contribute to or are the cause of

congestion in the canyon during storm periods. Buses would not be able to travel the canyon any faster than the slowest vehicle resulting in travel times greater than the gondola alternative during storm periods when traffic congestion and delays occur. The gondola alternative provides visitors, residents, and employees a transportation alternative that does not involve the road surface and can provide a more consistent travel time in the canyon. The carrying capacity per hour of the gondola alternative would be more consistent during storm periods than road based alternatives such as buses.

Emergency Ingress and Egress - During the past two years we have experienced storms that have closed the road for several days due to avalanches and mudslides. During these closures, ingress and egress for emergencies have been restricted to helicopter service or via a snowcat, if conditions permit, which is often not the case. Fortunately, we have not had an ingress or egress emergency that has resulted in the loss of life during the past two years. The bus alternative does not improve the current ingress or egress issue when the road is closed, whereas the Gondola alternative provides an ingress and egress improvement which may save lives in an emergency.

Environmental Impact - The environmental impact of the bus alternative which includes widening the state road, building resort transit centers and installing avalanche sheds and the use of buses that rely on fossil fuels is significantly greater than gondola stations and towers and a system powered by electricity. The Gondola alternative also has less impact on our watershed, wildlife and existing trails and trailheads in the canyon than the enhanced bus alternative.

Canyon Mobility - An analysis of the visitor patterns in Little Cottonwood Canyon via Streetlight Data for 2018, 2019 and 2020 indicates that 86-88% of the vehicles that enter Little Cottonwood Canyon annually travel to Alta or Snowbird. Only 12-14% of the vehicles entering the canyon stop at other locations in the canyon. While an enhanced bus service may provide more frequency for those visiting other locations in the canyon, the additional time required to stop at other locations will negatively impact bus ridership. Current surveys from ski area visitors indicate the more stops a bus has once it enters the canyon, the less likely they are to use bus service. The Gondola option will provide a direct transportation option to Alta and Snowbird for the vast majority of the canyon visitors. Under the Gondola option, the current bus service could be re-purposed to provide enhanced service to locations lower in the canyon at no additional cost making the canyon mobility of the Gondola option better than the enhanced bus option.

Visitor Experience - The experience one has using public transportation can impact the likelihood of its acceptance and use. The Gondola alternative provides more seating, a more scenic ride and more reliable transportation than the enhanced bus alternative. The indoor loading and unloading in the gondola alternative also better accommodates visitors with disabilities and may reduce slip and fall injuries encountered by individuals entering and exiting buses.

Operational Issues - One of the challenges of the current bus transit system in Little Cottonwood Canyon is the seasonality of visitation in the canyon. This seasonality requires UTA to significantly

ramp up its service and employee base for the winter season which can be problematic. The enhanced bus alternative will magnify this issue and require more staff to support and operate buses than the Gondola alternative. The Gondola alternative seems less impacted by the seasonality of visitation in the canyon and is less costly to operate and maintain.

Interim Solutions

Both of the proposed alternatives in the UDOT draft EIS will require at least 3-5 years or longer to design, fund, and implement. Alta Ski Area recommends UDOT implement the following interim solutions to address the current traffic congestion and delay issues:

1. Since weather and slick road surfaces are the primary factors that result in traffic congestion, we strongly encourage UDOT implement the traction law in Little Cottonwood Canyon from November 1 to April 30 each year. Eliminating two-wheel drive vehicles without snow tires during the winter months would significantly reduce congestion and improve traffic flow in the canyon. Expansion of the current traction sticker program piloted in the canyon the past two seasons to all vehicles entering the canyon would significantly reduce congestion, accidents and slide offs when the road is slick.
2. Reduce the avalanche mitigation work time frame and end canyon road closures earlier. Take measures to complete the avalanche mitigation work and snow removal earlier in the morning. Consider the purchase and installation of Remote Avalanche Control devices for the mid-canyon area to reduce the time required to complete avalanche mitigation work in the canyon. A regular canyon opening time of 7:30 am would reduce congestion at the mouth of the canyon.
3. Provide an area for vehicles to queue up early mornings when waiting for the canyon road to open that does not interfere with traffic flows on the arteries near the mouth of the canyon. Consider using the road shoulder or a third lane from gate B to the canyon mouth, on North Little Cottonwood road to Wasatch Boulevard and on Little Cottonwood Road to Wasatch Boulevard as queue areas for vehicles waiting for the canyon to open. Use the park and ride lot at the mouth of the canyon as the queue up area for UTA buses only.
4. Minimize road closures under Superior Peak. Purchase and install Remote Avalanche Control devices in the Superior area to allow mitigation work to be done during the day to enable the mainline to be open during peak travel times. This would reduce congestion and delays created by all Alta traffic exiting via the Bypass road.
5. Request and allow the ski areas to replace current roadside parking through expansion of existing parking lots. Closure of the roadside parking will improve public safety and reduce traffic congestion.
6. Improve the traffic merge of Alta and Snowbird visitors. Consider an additional downhill lane for Alta traffic (this would be facilitated by the removal of roadside parking) or traffic signals that control the traffic flow out of Snowbird's merge points.

Alta Ski Area requests these interim solutions be considered and addressed in UDOT's final EIS. We believe they can reduce congestion and delays while a longer term alternatives are implemented. We strongly encourage UDOT to refine and move forward these interim solutions.

Thank you for considering our comments.

Sincerely,

Michael R Maughan
President and General Manager
Alta Ski Area

COMMENT #: 13321
DATE: 9/3/21 12:02 PM
SOURCE: Website
NAME: Jason Keith

COMMENT:

Little Cottonwood Canyon EIS
Utah Department of Transportation
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121

RE: American Mountain Guides Association Comments to Little Cottonwood Canyon Draft Environmental Impact Statement

UDOT Planners,

The American Mountain Guides Association (AMGA) welcomes this opportunity to submit comments to the Little Cottonwood Canyon (LCC) Environmental Impact Statement (EIS). In 2018 the Utah Department of Transportation (UDOT)-in partnership with Utah Transit Authority (UTA) and the U.S. Department of Agriculture Forest Service-began an EIS for LCC to provide an "integrated transportation system that improves the reliability, mobility and safety for residents, visitors, and commuters who use S.R. 210."

UDOT has identified two preferred alternatives in the Draft EIS: 1) the Enhanced Bus Service in Peak-Period Shoulder Lane, and 2) and the Gondola Alternative. AMGA opposes both preferred alternatives as they fail to address the transportation needs of all "users throughout the canyon, in particular dispersed recreational users. Furthermore, the roadway widening included in the enhanced bus alternative requires the destruction of climbing resources and eliminates precious parking opportunities, while the gondola proposal would create unacceptable visual and noise impacts throughout the canyon negatively impacting the natural experience. Fundamentally, the EIS lacks any meaningful analysis regarding impacts to dispersed recreational users presented by UDOT's alternatives.

American Mountain Guides Association

The American Mountain Guides Association is a 501(c)(3) educational non-profit organization that provides training and certification for climbing instructors, mountain guides, and ski guides throughout the United States. Founded in 1979, the AMGA has trained over 13,000 climbing and skiing guides who provide outdoor experiences for the general public that emphasize safety, stewardship, and education. As the American representative to the International Federation of Mountain Guide Associations (IFMGA), the AMGA institutes international standards for the mountain guiding profession in the United States and serves as an educational body for land managers, guide services, outdoor clubs, and other recreation stakeholders. The advocacy arm of the AMGA supports sustainable use of public lands, facilitates stewardship projects, and works in cooperation with guides and land managers to promote best practices and preserve access to areas utilized by the guided public.

UDOT proposes two highly destructive proposals to mitigate traffic problems in Little Cottonwood Canyon-the most popular climbing destination in the Wasatch Mountains which also has a long tradition as a training ground for Salt Lake climbers and mountain guides. Climbing guides and guide companies that are permitted in Little Cottonwood Canyon-either on private or US Forest Service lands-include: Utah Mountain Adventures, Red River Adventures, The Mountain Guides, Prival, Backcountry Pros, Aspect Adventures, Wasatch Mountain Guides, and Inspired Summit Adventures.

COMMENTS

AMGA believes that UDOT's transportation proposals will cause unacceptable impacts to Little Cottonwood Canyon because both the gondola and lane expansion proposals would destroy highly popular climbing areas while negatively impacting the natural experience at many others. Both of UDOT's preferred alternatives threaten classic and historic climbing areas throughout Little Cottonwood Canyon including at least 64 boulders and 273 boulder problems. The high degree of physical impacts proposed by these alternatives should be considered only after lesser destructive alternatives are analyzed in detail. The climbing community and local climbing guides have invested considerable time, energy, and resources into maintaining public access to areas in the planning area, such as Gate Butte and its parking area. These efforts have included significant public outreach and the formation of mutually-beneficial partnerships with stakeholders such as The Church of Jesus Christ of Latter-day Saints. The UDOT proposals would significantly reduce parking, damage the climbing resource, and impact access trails in precisely the locations where the climbing community and other stakeholders have invested so much effort to preserve public access.

Further, UDOT's transportation proposals appear to cater solely to the ski areas at the top of the canyon while ignoring impacts to year-round dispersed recreation access throughout all of Little Cottonwood Canyon. Both UDOT proposals would significantly reduce parking for dispersed recreation throughout the canyon, including areas highly frequented by climbing guides and their clients. 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 Butte, Grit Mill, and at the lower Little Cottonwood Park and Ride. The EIS should consider the needs of dispersed recreation users, including their transportation options such as maintaining the level of year-round parking options.

UDOT's limited range of alternatives fails to meet the purpose of this project which seeks to "deliver transportation options that meet the needs of the community while preserving the value of the Wasatch Mountains." Indeed, the preferred alternatives ignore the needs of the dispersed recreation "community-including mountain guides and their clients-while permanently degrading the value of Little Cottonwood Canyon by developing industrial transportation infrastructure. Instead, we urge UDOT to develop a new alternative centered on expanded bus service combined with other traffic mitigation strategies such as tolling, while also preserving the parking needs of dispersed recreational users throughout the canyon.

Alternatives such as UDOT's preferred alternatives cause a high degree of permanent physical impacts should be pursued only after less impactful alternatives have been developed.

UDOT must find a new alternative that considers the needs of the dispersed recreation community before it permanently scars the historic and highly valued climbing resources in Little Cottonwood Canyon.

Sincerely,

Jason Keith
Senior Policy Advisor
American Mountain Guides Association

EMAIL

September 3, 2021 12:08PM

UDOT planners:

Please find attached comments to the UDOT Little Cottonwood Canyon EIS from the American Mountain Guides Association, a 501(c)(3) educational non-profit organization that provides training and certification for climbing instructors, mountain guides, and ski guides throughout the United States.

Please feel free to contact me directly with any questions or comments that you may have about AMGA's comment letter.

Sincerely,

Jason Keith
American Mountain Guides Association
<https://amga.com>
September 3, 2021

American Mountain Guides Association
4720 Walnut Street, Suite 200
Boulder, CO 80301
(P) 303.271.0984 | (F) 720.336.3663
www.amga.com | info@amga.com

September 3, 2021

Little Cottonwood Canyon EIS
Utah Department of Transportation
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121

**RE: American Mountain Guides Association Comments to Little Cottonwood Canyon
Draft Environmental Impact Statement**

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UDOT has identified two preferred alternatives in the Draft EIS: 1) the Enhanced Bus Service in Peak-Period Shoulder Lane, and 2) and the Gondola Alternative. AMGA opposes both preferred alternatives as they fail to address the transportation needs of all users throughout the canyon, in particular dispersed recreational users. Furthermore, the roadway widening included in the enhanced bus alternative requires the destruction of climbing resources and eliminates precious parking opportunities, while the gondola proposal would create unacceptable visual and noise impacts throughout the canyon negatively impacting the natural experience. Fundamentally, the EIS lacks any meaningful analysis regarding impacts to dispersed recreational users presented by UDOT’s alternatives.

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UDOT proposes two highly destructive proposals to mitigate traffic problems in Little Cottonwood Canyon—the most popular climbing destination in the Wasatch Mountains which also has a long tradition as a training ground for Salt Lake climbers and mountain guides. Climbing guides and guide companies that are permitted in Little Cottonwood Canyon—either on private or US Forest Service lands—include: Utah Mountain Adventures, Red River Adventures, The Mountain Guides, Prival, Backcountry Pros, Aspect Adventures, Wasatch Mountain Guides, and Inspired Summit Adventures.

COMMENTS

AMGA believes that UDOT's transportation proposals will cause unacceptable impacts to Little Cottonwood Canyon because both the gondola and lane expansion proposals would destroy highly popular climbing areas while negatively impacting the natural experience at many others. Both of UDOT's preferred alternatives threaten classic and historic climbing areas throughout Little Cottonwood Canyon including at least [64 boulders and 273 boulder problems](#). The high degree of physical impacts proposed by these alternatives should be considered only after lesser destructive alternatives are analyzed in detail. The climbing community and local climbing guides have invested considerable time, energy, and resources into maintaining public access to areas in the planning area, such as Gate Butte and its parking area. These efforts have included significant public outreach and the formation of mutually-beneficial partnerships with stakeholders such as The Church of Jesus Christ of Latter-day Saints. The UDOT proposals would significantly reduce parking, damage the climbing resource, and impact access trails in precisely the locations where the climbing community and other stakeholders have invested so much effort to preserve public access.

Further, UDOT's transportation proposals appear to cater solely to the ski areas at the top of the canyon while ignoring impacts to year-round dispersed recreation access throughout all of Little Cottonwood Canyon. Both UDOT proposals would significantly reduce parking for dispersed recreation throughout the canyon, including areas highly frequented by climbing guides and their clients. 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 Butte](#), Grit Mill, and at the lower Little Cottonwood Park and Ride. The EIS should consider the needs of dispersed recreation users, including their transportation options such as maintaining the level of year-round parking options.

UDOT's limited range of alternatives fails to meet the purpose of this project which seeks to "deliver transportation options that meet the needs of the community while preserving the value of the Wasatch Mountains." Indeed, the preferred alternatives ignore the needs of the dispersed recreation community—including mountain guides and their clients—while permanently degrading the value of Little Cottonwood Canyon by developing industrial transportation infrastructure. Instead, we urge UDOT to develop a new alternative centered on expanded bus service combined with other traffic mitigation strategies such as tolling, while also preserving the parking needs of dispersed recreational users throughout the canyon.

* * *

Alternatives such as UDOT's preferred alternatives cause a high degree of permanent physical impacts should be pursued only after less impactful alternatives have been developed. UDOT must find a new alternative that considers the needs of the dispersed recreation community before it permanently scars the historic and highly valued climbing resources in Little Cottonwood Canyon.

Sincerely,

A handwritten signature in black ink, appearing to read "Jason Keith".

Jason Keith
Senior Policy Advisor
American Mountain Guides Association

COMMENT #: 13322
DATE: 9/3/21 1:05 PM
SOURCE: Email
NAME: Carl Fisher

COMMENT:

Dear UDOT LCC EIS Team:

Please find attached Save Our Canyons' comments on the DEIS for the Little Cottonwood EIS. We've consulted with hundreds of our members, governments, scientists, organizations and countless community stakeholders to provide these comments.

As referenced in the introduction of the attached comments. We believe there to be relevant comments previously submitted. Out of concern for data servers, we will be sending these in a separate email "Save Our Canyons DEIS Comments (2 of 2)".

Please let us know if you have any questions about the submission or the substance of these comments.

Thank you,

Carl Fisher
Executive Director
Save Our Canyons

SAVE OUR CANYONS

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121

Sep 3, 2021

To whom it may concern:

Thank you for the opportunity to provide scoping comments on the Little Cottonwood Canyon Environmental Impact Statement (EIS). As an almost 50-year-old organization dedicated to the preservation of the wildness and beauty of the Wasatch Mountains, Save Our Canyons (SOC) views Little Cottonwood Canyon (LCC) as an area of unsurpassed importance to our mission, and we therefore see it as critical that any development occurring in it be guided by careful planning designed to minimize environmental harm. We hope the comments we provide here will help in the development of such planning.

While these comments will reflect the decisions UDOT has made in the EIS process to date, our earlier comments on scoping and alternatives development remain relevant, so these are resubmitted herewith. Still, we will begin by reiterating what SOC views as the most critical shortcomings of UDOT's effort to improve canyon transportation.

The creation of the Wasatch-Cache National Forest was done with protection of the watershed as a critical element of Salt Lake City's water supply as a priority. The presence of the ski resorts, their viability, and the modes of transportation in the canyons should similarly prioritize watershed protection - congressional legislation, local ordinances and plans, require it.

Simply put, despite the number of people per hour a gondola touts, the proposition is ski area (mountain resort) expansion. It solely serves resort patrons at the expense of the multiple uses and the prioritization of the protections of our natural and watershed resources. Ski area expansions are prohibited by the 2003 Resource Management Plan, and just as the Grizzly Gulch expansion connecting to Solitude and Skilink before it were rejected by the USFS, so too should the La Caille Gondola submitted by UDOT, CWM Corp, and GondolaWorks. The intent is the same and it is not a viable transit, or transportation system. It caters to an elite and commercial use of our canyons and comes at great cost and expense to our community needs and uses of this area. This isn't to suggest we don't believe skiing (or recreation for

that matter) isn't part of the fabric of our community, but it is to question how much of the quilt should be repurposed and dominated for this singular use... and at what costs.

Any transportation improvements in LCC should be the product of comprehensive regional planning

Salt Lake City, together with the many contiguous Wasatch Front communities, has become a large metropolitan area, and it is very quickly becoming a much larger one. To maintain a vibrant economy and high quality of life as ever more people crowd into the area, it is critical that the area be served by a convenient, efficient, and integrated regional transportation system. And it is critical that such a system be the product of a comprehensive plan that recognizes how usage of each element affects usage of the others—and nowhere is the need for this clearer than in the canyons of the Wasatch, where canyon visitors routinely make choices about which canyon to visit based on comparing expected travel delays. You seemed to acknowledge this in 2020, when you expanded the scope to allow regional planning as part of the EIS. Then it disappeared. The current project UDOT is considering for LCC is the product of no such plan. It is a fragment, disconnected from existing policies, strategies, or any broader vision or set of understandings. It is an example of a troubling pattern of one-off, shortsighted, narrowly focused transportation fixes to recurring localized urgencies—urgencies that themselves occur largely because of the lack of a broader plan, or worse, failure to act upon plans that have been tirelessly worked upon by local communities and governments (Mountain Accord (2015), Salt Lake County Canyons Transportation Plan (2012), Salt Lake City Watershed Plan (1999), USFS 2003 revised plan, Salt Lake County Canyons General Plan (2020), 1989 Wasatch Canyons Master Plan, Salt Lake County Resource Management Plan (2018), etc). All of these plans have more in common and alignment with one another than what UDOT is proposing in this EIS.

I. Purpose and Need

UDOT's purpose and need are not only problematic for Little Cottonwood Canyon and all users, but some core elements of the selected purpose and need are unsubstantiated. As stated in the Draft EIS, "UDOT's purpose 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."¹

One of the major short-comings of this process was UDOT's failure to look at anything outside of the S.R. 210 roadway corridor. Suggestions and proposals submitted to UDOT throughout this process focused on getting people off of Wasatch Blvd, S.R. 210, the Alta Bypass Road prior to their arrival on these routes were

¹ LCC DEIS Chapter 1 - Purpose and Need. p.1-7

deemed to be out of scope rather than incorporated into the process. As such numerous strategies were simply unable to be part of the analysis. The failure to incorporate concepts such as a bus or shuttle system originating in several of the communities surrounding this project area, suggests the agency's focus was on building something (or not building something if you incorporate the No Action Alternative), despite the the word "construct" or "build" being part of the projects purpose statement.

The visitation, thus the congestion, experienced in the project's focus originates well outside the project area. Converting these visitors to transit riders, well before they come into the project area, and not building anything in a critical natural environment and watershed would have met the stated purpose, however, because these strategies occurred outside Wasatch Blvd and SR 210, they were deemed out of scope, thus requiring the agency to look at ways to mitigate impacts to a municipal watershed and treasured national forest, rather than allowing opportunity to explore alternatives that avoided impacts - which in an environment as important as this, should be a primary interest of any government, certainly, interacting with this canyon.

"All users" are ignored, yet part of UDOT's purpose and need

A key component of UDOT's purpose is to serve all users of SR 210. In 2014 - 2015, Save Our Canyons, Salt Lake City and the US Forest Service did a visitor use study with Utah State University, called the Central Wasatch Visitor Study. We not only surveyed formal and informal recreation sites throughout the canyons, but also did analysis at all four Cottonwood Canyon ski areas.

Findings of this analysis were provided to UDOT on multiple occasions, however, UDOT has decided that "all users" means patrons of Snowbird and Alta Ski area. Worse, UDOT is harming other users, arguably the majority of users, in benefit of the commercialized ski resort user. Overwhelmingly, users of these canyons are dispersed recreationists who want better access to mass transit, recognizing their auto-based access is contributing to the congestion in these canyons. For example, the report, "An Estimation of Visitor Use in Little Cottonwood, Big Cottonwood, and Millcreek Canyons"² found that 70% of visitation to the Central Wasatch was dispersed while 30% was to resorts. More directly relevant to Little Cottonwood Canyon, 8% of use goes to Alta, 9% to Snowbird, while 32% of the use is dispersed. It should be noted that these user estimates are based on traffic counts and vehicular occupancy provided by UDOT.

Moreover, the infrastructure accompanying the two preferred alternatives hurts the values, the opportunity, and the existence of many recreational opportunities in

² "An Estimation of Visitor Use in Little Cottonwood, Big Cottonwood, and Millcreek Canyons". Lamborn, C. Burr; S. 2016. https://extension.usu.edu/fort/files/Tri_Canyon_Visitor_Use_Estimate.pdf Accessed on 8/12/2021

Little Cottonwood Canyon. The primary motivations for visiting the Central Wasatch are to “Observe scenic beauty”, “Enjoy the sights and smells of nature”, experience peace and tranquility”, and “improving physical health” as the most important factors for recreating.³ Expanding infrastructure, roads and even worse, gondola towers, is at cross purposes and erodes the fundamental purpose for why visitors come to these canyons.

Safety on S.R. 210

Safety has been identified as one of the primary purposes of this EIS. To understand the causes of collisions and safety issues along SR 210, we visited the Utah Vehicle Collisions portal, to look at the causes of accidents in Little Cottonwood Canyon between mileposts 3 and 14 on SR 210.

It was interesting to note that the majority of collisions from 01/01/2016 to 12/31/2019 (when the data is available) on this stretch of road, occurs during “Clear” weather on “Dry” roads. As a matter of fact, only 22% of crashes occur on this stretch of highway during snowy road conditions. Moreover, the collision data time of day doesn’t coincide with the peaks you would normally see attributed to the opening and closing of ski lifts. See Appendix A for a snapshot of the report.

This data suggests that UDOT is using the anomaly of weather events, surrounded by hyperbole and conjecture rather than their own data. Addressing safety in this canyon requires looking not only at winter conditions, but all days, all seasons, and all likely users.

Other safety considerations have to do with roadside parking. UDOT has the ability to restrict roadside parking to create a safer roadway condition, yet it has chosen not to do this. The prohibition of roadside parking, in conjunction with other behavioral strategies (tolling, traction law enforcement, etc), would increase transit ridership — if people know that they will get cited for leaving their car on the side of a highway and create unsafe conditions, they are less inclined to leave their car parked. On the other hand, as there has been no enforcement of roadside parking and the issues both for safety and for the resource, of course people are going to park — there is no disincentive. Banning roadside parking would actually aid in bringing UDOT’s project into alignment with the forest plan, managing trailhead and resort capacity by availability of parking spaces. It is estimated that UDOT not enforcing roadside parking has increased parking in Little Cottonwood Canyon by 3,000 spaces. This is a serious resource impact whose remedy is simply enforcing the optimal condition for safety and alignment with forest and watershed planning.

³ 2014-2015 Central Wasatch Visitor Use Study: A Visitor Survey on the Salt Lake Ranger District and Surrounding Public Lands. Winter Quarterly Report. https://saveourcanyons.org/images/pdfs-doc/Winter_Report.pdf

UDOT's Purpose and Need mischaracterizes the need for and objective of the LCC project.

Describing the need for the LCC project as arising from "decreased mobility in winter during the morning (AM) and afternoon (PM) peak travel periods related to visits to ski areas," UDOT says that the purpose of the project is to "substantially improve . . . mobility on S.R. 210 from Fort Union Boulevard through the town of Alta for all users on S.R. 210." Unfortunately, the metrics UDOT employs in stating its objective for the project are not about the mobility of "all users"; but only about the movement of vehicles. While it claims that its goal is to "[s]ubstantially improve peak-hour per-person peak-hour travel times," in fact this is defined as the "30th busiest hour," and this came from a "design hour" analysis that concluded: "Therefore, for this analysis, the design hour is the 30th busiest hour in the eastbound direction of SR 210 in 2050, and the design hour traffic volume is 1555 vehicles." Draft Vehicle Mobility Analysis, pg. 2. UDOT's orientation toward seeing the problem and solution in terms of how many vehicles SR 210 can handle, rather than how to get people up and down the canyon, failed to confront the actual problem that exists. Having mischaracterized the problem, it was inevitably misguided in identifying reasonable solutions to this problem.

It is also confusing that UDOT sees the value of operating a Gondola in the summer months, though it says bikes will not be allowed (even though biking is a comparable activity by percentage of our population to that of skiing), or similarly the eliminated train would also operate because of their tourist appeal or "WOW! factor", but a bus would not. The emperor has no clothes — this process isn't really about the stated purpose and need, rather a desire to induce and support tourism in the state for economic purposes.

A bus system, year round, would have demonstrable environmental benefits, but moreover, would aid in helping people, not just locals, but summer tourists as well, understand and navigate the bus system in the summer months and train riders to ditch their cars and embrace transit. Not including bus service in the summer citing it isn't needed (it is as there are more congestion and safety issues in the summer months - particularly with roadside parking - than in the winter), is just one of several instances where UDOT has intentionally diminished the bus alternative to elevate its predetermined political preference of a gondola.

Predetermination of a preferred alternative

The purpose and need was drafted so narrowly, it failed to grasp the complexity, the importance, and the vision of local communities. That said, political influence of state officials, pressuring UDOT to build an option appears to have been one of the most significant factors selecting one of UDOT's preferred alternatives - the La Caille gondola.

In 2017, two significant things happened. First, UDOT was granted limited NEPA Authority by US DOT FHWA and, second, then Sen. President Wayne Neiderhauser allocated \$100 million for "Recreation hot spots", prioritizing transportation projects that "(i) have a significant economic development impact associated with recreation and tourism within the state; and (ii) address significant needs for congestion mitigation." From the onset, UDOT's prioritization of economic development in an area that is far and away the state's most precious drinking water resource, failing to acknowledge the importance of that resource for our economic well-being has caused a ripple effect throughout the process.

Further, the former Senator, who co-sponsored the enabling legislation is now the proponent of the La Caille gondola alternative. Upon leaving the Senate, Neiderhauser began an aggressive lobbying campaign lining up letters in support from state officials, on state letterhead, directing UDOT to build a gondola. Since the writing of these letters, several of the authors have gone to several different posts within the State: head of the Governor's Office of Economic Development (GOED), Lt. Governor, for example. Also, note the support of the Senate President and Speaker of the House. These letters are attached in Appendix B.

Additionally, the Governor in a Jan. 2021 Deseret News article very publicly endorsed the gondola, stating "I'm very interested in the gondola... I will tell you that's where I've been leaning."⁴ All this in the middle of a purported objective NEPA process.

Had this been a singular incident, one might have been able to disregard it as an error. But this wasn't. Even the former Gov. Herbert and his staff in July 7, 2020 emails had conversations with UDOT about how the gondola "...moves a lot of people, and had a huge WOW! factor that will be a boon for tourism and the Utah brand." The exchange included comments from Carlos Braceras, Executive Director of UDOT, thus in charge of signing the NEPA document that was an endorsement of the Gov. "would be awkward, since UDOT is the decision maker". The thread ending, by saying they wouldn't issue a letter, rather "I suppose we can just let you know the Governor's preference." (See Appendix C).

UDOT is a division of the state, whose director serves at the pleasure of the governor, whose budget is set by the legislature. To have such coordinated lobbying and posturing by high powered elected officials, whom UDOT has to follow orders from, shows that this NEPA process has been hijacked by political cronyism and personal monetary gains.

⁴ "It's cheaper than a train, more expensive than a bus. Is it the solution to canyon gridlock? Cox 'leaning' toward gondola to relieve Wasatch traffic, but detractors worry of 'amusement park' in the mountains." Katie McKellar. Jan, 17, 2021. Deseret News. <https://www.deseret.com/utah/2021/1/17/22227607/salt-lake-ski-areas-gov-spencer-cox-gondola-wasatch-canyon-little-cottonwood-canyon-alta-snowbird>

This entire NEPA process has been a charade to build a gondola up the canyon and to structure other alternatives, attaching antiquated technology (like using diesel trains and buses rather than electrified ones) to make a gondola look more attractive. It is an affront to a public process (NEPA) aimed at protecting people, our environment and our resources. We find the economic prioritization and considerations of two ski areas and one former senator, an affront to the intent of NEPA. What political leaders are doing, coercion of UDOT, which comes at a significant cost to current and future generations, by not only degrading their public lands, thereby the public trust; our right to clean water and a healthful productive and, aesthetically and culturally pleasing surroundings; damage to the widest range of beneficial uses of our environment without degradation and risk to health, and other undesirable and unintended consequences; by harming natural aspects of our national heritage, and prioritizes a singular use rather than balancing between population and resource issues, degrading our high standards of living and the wide sharing of life's amenities. The aforementioned degraded rights caused by these alternatives, are the rights NEPA purports to protect against as discussed in Sec. 101 [42 USC § 4331].

II. Cumulative, Direct and Indirect Impacts & Connected Actions

The NEPA process requires in-depth analysis in setting the scope of environmental impact statements of the variety of effects (impacts), actions and alternatives. Repeatedly throughout this process, UDOT has stated they are only looking at the road corridor. However, this road is situated within a critical watershed canyon, established in a National Forest, formerly a Forest Reserve established to protect against over-development and unsustainable uses that lead to the degradation and destruction of environmental resources and the crippling of ecosystem services our communities are reliant upon.

For instance, USFS, Salt Lake County, and Salt Lake City plans and strategies contemplate the impact of induced visitation on our resources. Every person that goes into these canyons does so on SR 210. UDOT already has a track record of blatant disregard on resource impacts due to their dereliction of enforcement of roadside parking (introducing erosion, weeds and social trails in a municipal watershed), in deference to a hospitable tourist environment (namely for the state's insular economic purposes, much of which never comes back to benefit this community, environment, this forest or this watershed). Yet the agency (UDOT), cannot seem to understand that what it does (or doesn't do) in terms of access has real impacts on land use, water quality and quantity, forest health and stewardship, for wildlife, on a state scenic byway, for strategies in other canyons (both in Utah and Salt Lake Counties), or even for exacerbating the threat of ski lifts crisscrossing the Wasatch.

UDOT and its team will likely dismiss these concerns as not reasonably foreseeable, however, the state has made repeated, calculated efforts, toward the development of

our watersheds as a priority for nearly half a century in pursuit of a ski interconnect system and to invite harmful developments into sensitive and critical alpine environments. Take a look at SCR10, sponsored by Sen. Wayne Niederhauser, "Concurrent Resolution Supporting Utah's interconnected Ski and Snowboard Industry" expressing the interest in constructing a massive ski interconnect.⁵ And Federally, HR 3452 - Wasatch Range Recreation Access Enhancement Act that disposed of federal lands to construct a ski lift between canyons in the Wasatch, referred to locally as "SkiLink".⁶ And then, the same proponents and coalition of developers and consultants who initiated the One Wasatch effort similarly, albeit with different tactics and strategies, to construct lifts all across the Wasatch.⁷

These actions are not just reasonably foreseeable, they are connected actions whose impacts must be analyzed cumulatively. This legacy of damaging propositions has real consequences for our mountains, thus, any gondola proposal must include analysis on the industry who has been modifying ordinances and shopping proposals, for decades, for the financial benefit of the ski industry. These are more than concepts and proposals, they have the backing of state leaders, thus the time is now to understand the implications of such initiative in the context of an EIS, rather than another sales pitch that lacks integrity and analysis. The legal, political and regulatory framework, and context, have shifted. The USFS, for example, is allowing a highway department (UDOT) to alter its land management plan and strategy with little, if any, analysis about the implications, immediately or in the future, to our natural systems.

The DEIS fails to analyze foreseeable indirect effects

The explicit goal of the LCC DEIS is to move more people more efficiently up LCC. And, obviously, this will affect the natural environment and the experience that people come to LCC for, in part simply by the presence and activities of more people, but also from the various development pressures that will come with improved access. It is apparent that UDOT does not intend to assess any such impacts, yet it is difficult to imagine a context in which it is clearer that such indirect effects of a project must be analyzed, under 40 CFR § 1508.8(b):

Indirect effects, [are those] which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth

⁵ SCR10. Concurrent Resolution supporting Utah's Interconnected Ski and Snowboard industry. 2012. <https://le.utah.gov/~2012/bills/static/SCR010.html>

⁶ HR 3452 - Wasatch Range Recreation Access Enhancement Act (<https://www.congress.gov/bill/112th-congress/house-bill/3452/text>)

⁷ One Wasatch proposal. <http://onewasatch.com>

rate, and related effects on air and water and other natural systems, including ecosystems.

Land Use and Development

The induced demand for development pressure from building systems that increase visitation and the number of people in our canyons cannot be underscored. In 1999, for example, when Snowbird expanded into Mineral Basin the USFS, commensurate with the expansion, included the need for expanding the summit shack as the expanded capacity was inadequate given the additional volumes of people that would be put into the area with unsatisfactory services and amenities. As we increase convenience (a function of mobility and reliability), we will unquestionably increase visitation, and that visitation will require additional infrastructure that intensifies resource impacts.

As the legislation that initiated this process stated (SB 277), the primary purpose of these projects is "significant economic development opportunity."⁸ The potential tax revenue realized by selling a few thousand extra lift tickets, hamburgers, etc., will never pay for the gondola and the induced development is an unstated necessity for this project. It is these indirect and connected impacts that are not being analyzed in this EIS. The gondola will lead to more large-scale, up-canyon resort development, which will in turn lead to more traffic and more congestion.

Entities like Snowbird, and likely Alta, are only partially built out. As they generate additional revenues, these entities will push to expand developments (hotels, restaurants, ski area boundaries, etc) to ensure their customers enjoy a high quality of service. That high quality of service however, comes at a cost to our environment, both from a localized impact perspective, but also from a climate perspective (development, nor sustaining additional development isn't carbon neutral). Snowbird is only 1/3 built out (according to their master development plans)⁹, meaning we will see more than twice the development that exists today should their vision be realized.

Nowhere in the EIS are the implications of this additional development of Snowbird, Alta Ski Area, or the ski industry's (Ski Utah) desire to develop additional acreage, construct massive interconnects (of which the La Caille Gondola is phase 1) discussed as an impact or outcome, be it direct, indirect, cumulative or connected. With known proposals for expansion and interconnections of the ski industry, increasing both with frequency and intensity, the notion of interconnection, the impacts of development they seek to exacerbate, are indeed connected to this

⁸ SB 277 (2017), General Highway Obligation Bond. <https://le.utah.gov/~2017/bills/static/SB0277.html>

⁹ a) USFS 1999 Snowbird Master Plan - https://www.fs.fed.us/nepa/nepa_templates/examples/sampleROD2.pdf b) Salt Lake County Snowbird Master Development Plan 1999.

proposal and we demand a complete and comprehensive evaluation as part of this EIS.

III. Alternatives

UDOT failed to consider an obvious alternative.

UDOT says that, on popular ski days, many thousands of cars go up and down the canyon—up to 12,000 of them—and most in a few peak hours. In its preferred alternative selections, it states the modest goal of providing an alternative to private vehicle travel for about 1,050 people per hour during those peak times. And it also determined that, even at peak times, the average personal vehicle occupancy was 1.89 persons. Just these facts alone make it utterly obvious that some—even all—reasonable solutions for LCC “mobility” problems should include plainly the lowest-hanging fruit—measures to motivate higher vehicle occupancy, most likely involving tolling. Yet, despite this and the fact that there is most certainly considerable information available on the subject, none of the alternative actions ever proposed in this NEPA process has included consideration of any such measure. Tolling is nominally identified as a component of the preferred alternatives, but in fact it plays no actual role in any alternative. If it were an actual component of a transportation alternative, the DEIS would necessarily attribute some amount of ridership capacity to it, which is obviously fundamental to determining what the ridership levels of the other transportation components need to be to meet overall transportation needs. But the DEIS attributes no ridership to it at all. It just says that UDOT hasn’t decided what a tolling system may look like. This does not qualify as actual consideration of tolling as an element of any alternative.

Yet the potential for tolling or other such measure to meet or exceed the goals of the preferred alternatives—while potentially even actually generating revenue—is obvious. And, in the unlikely event that increasing vehicle occupancy fell short of such goals, it is difficult to imagine that a modest increase in the use of buses on the existing roadway would not fill the gap. It is as if these easy and less invasive approaches were ignored because there is an unstated element of the purpose and need — build something costing hundreds of millions of dollars.

Some simple, conservative calculations demonstrate the potential benefit of increasing private vehicle occupancy. Assume a busy ski day—something short of the 12,000 vehicles per day high end; say, 9,000 people. And assume that only 60% of those are traveling in the few—call it 2 hours—twice per day when UDOT says the majority of vehicles are heading to and from the LCC resorts. Finally, assume that canyon visitors could be motivated to carpool enough to increase occupancy by only 0.6 persons. That works out to 1,620 people per hour at peak times, several hundred more than UDOT’s objectives for the LCC project. Even if this calculation proved high by a factor of two, measures to increase vehicle occupancy should clearly be considered a major element of the overall transportation picture for LCC.

Transit vs. Transportation

For much of the public, the nuance in the jargon between transit vs. transportation is lost. Let's take, for example, the words mass transit and public transportation — Does UDOT distinguish these terms? The state? County? Cities?

At a recent Sandy City Council meeting (for one instance) where UDOT's project manager, Josh Van Jura, presented a subtle nuance, perhaps sleight of hand between the terms transit and transportation. He said transportation was what UDOT was interested in and that this project was not about transit. His explanation was that 30% of people would be on a mode (transit?) different from their personal auto to optimize the transportation system where 70% would be in their cars - never mind the impossibility and inconsistency of talking about numbers of people versus numbers of cars coupled with staggering unmitigated growth. He went on to say if it was a transit project, 70% would be in a mode different from their cars and 30% would be in their personal vehicles. While many local jurisdictions, and coalitions of jurisdictions such as the Central Wasatch Commission and its predecessor Mountain Accord have overwhelmingly demanded mass transit, public transportation options... What exactly is UDOT's vision and objective? Is it vehicular reduction or roadway optimization? These points are continually confused between the EIS and promotions of the UDOT team and its consultants. This point is further confused with a highway company attempting to design a transit system without the support of FTA who has expertise in this arena. Mass transit focuses on moving people, and UDOT's metrics of Level of Service continue to confuse and conflate objectives - not only confusing the public, but also local jurisdictions.

UDOT arbitrarily revived an alternative that failed screening

UDOT considered "Gondola Alternative 2", described in the June 2020 Draft Alternatives Development and Screening Report as follows:

"This alternative would provide expanded parking and a base station 1 mile from the entrance to the canyon immediately south of the Wasatch Boulevard and North Little Cottonwood Road intersection on the west side of S.R. 210."

This alternative failed Level 1 screening—meaning that it failed to meet the purpose and need—because, being on SR 210 at or near the base of the canyon, where traffic congestion already occurs, it would have a "high impact" on congestion.

UDOT also considered a "mobility hub" including 1500 parking spaces at what UDOT refers to as 3662 North Little Cottonwood Road. This would put it at the same location as Gondola Alternative 2, or, at most, a small fraction of a mile from that location on the same chronically congested segment of SR 210 at or near the base of

the canyon.¹⁰ This mobility hub location was also rejected because it would have a “high impact” on congestion.

In an “Addendum” to the June Report five months later, despite having clearly (and correctly) made the determination that a parking/transit node on SR 210 at or near the base of the canyon would not meet the project’s purpose and need, UDOT revived the idea of putting such a facility at this location, this time in a form of the La Caille gondola base and 1,500-car parking facility. It is apparent that the only new facts available to the agency that explain this flip flop is that influential former politicians, Wayne Neiderhauser and Chris McCandless, with strong financial interests in a La Caille gondola alternative—including substantial commercial and residential development interests connected to the gondola station—asked for it. This alternative was not something UDOT developed in response to “comment” on the original set of alternatives, as UDOT represents it, but arose after these former politicians submitted a formal 158-page proposal very shortly before the publication of the June Report—and before the beginning of the comment period for that report. And after they had a private meeting with Carlos Braceras, UDOT’s director—a meeting omitted from the list of stakeholder meetings stated in the Addendum. This was followed up by an obviously biased episode in which officials in the Governor’s office and UDOT considered having the Governor sign a letter in support of the gondola—composed by Neiderhauser, with his suggestion that the wording could be tweaked to sound like the Governor. In other words, the revival of an SR 210 transit/parking facility in the form of DEIS’s preferred La Caille gondola alternative was not the product of a rational and lawful NEPA process; rather, is clear that it is the product of a process that was hijacked by political cronyism and patronage.

UDOT does not analyze whether canyon visitors would actually use the new facilities at projected levels.

The critical challenge of both of the DEIS’s preferred alternatives is to attract canyon visitors to a form of transportation other than private vehicle, but nowhere does UDOT develop any information about how successful the alternatives will be in meeting this challenge. It observes the fact that, of course, longer travel times are less desirable than short ones. It also recognizes that riders are intolerant of being required to make multiple transfers:

In general, a “one-seat ride” (either vehicle or transit) is most preferable to users. One mode shift, or a “two-seat ride,” is less desirable but is still acceptable to many users as evidenced by the use of the existing park-and-ride lots and ski bus service. Shifting travel modes twice, or a “three-seat

¹⁰ Online searches of the 3662 North Little Cottonwood Road address yield a few different locations on SR 210, including one that is precisely where the La Caille gondola base and parking area would be.

ride,” would likely be unpopular but could be acceptable to some users if the travel time were shorter than with other available options.¹¹

Despite this, UDOT has selected a four-seat ride as one of its preferred alternatives, supported by no evidence that ridership would meet objectives. It just attributes the same ridership to shorter “two-seat” rides as it does to considerably longer and more difficult and frustrating “four-seat” rides. In other words, for an answer to the fundamental question of whether people will choose to actually use the gondola, UDOT does not rely on information but only an unacknowledged assumption: whatever it decides to build, no matter how complicated and inconvenient, UDOT asserts that “canyon travelers will come”.

Another factor dissuading people from using either of the alternatives transit facilities is uncertainty. Because driving is potentially the fastest and most convenient way to travel, and people will continue to have the option of driving, any uncertainty about whether taking transit will work better for them will motivate them toward driving. Unfortunately, there are many sources of uncertainty in both preferred alternatives. As they approach the gravel pit mobility hub, for example, travelers won’t know if they will find parking, and, even if some technology is in place to tell them parking is not full, they still don’t have a good idea of how long the transition will require, given the additional uncertainties about the time needed to find an open stall, its distance from the bus pick up area, and whether they’re going to just miss a bus and have to wait the full interval to the next one. While skipping transit and continuing up the canyon brings the potential for its own delays, travelers know that, delays being equal, driving will be faster, and, lacking dependable information indicating that one mode will be faster than the other, they will tend to see the two unknown risks as roughly equal. This will naturally tip the balance toward driving because it’s easier—requiring no transfers—and generally faster mode of transportation. In other words, what will go through travelers’ minds is, *“I don’t know that transit will work better right now, so I’m just going to keep driving.”*

The La Caille gondola alternative compounds this confusion problem by creating two decision points where most canyon travelers confront the above-described uncertainties. And these compounded uncertainties make it yet more likely that a canyon traveler will end up driving up the canyon. This is true even for travelers determined to take the gondola because, at the first decision point, the gravel pit mobility hub, they are likely to gamble that they can save time and inconvenience by proceeding to the La Caille facility. Of course, many other travelers are making the same gamble (and many others coming from the south), filling up the parking and leaving driving up the canyon as the only acceptable alternative.

¹¹ Draft Aerial Transit Concepts Initial Feasibility Study, p. 23 https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2020/06/LCC-EIS-Alternative-Screening-Report-2020-05-21_AppendixE.pdf

UDOT conducted inadequate analysis of demand for parking at the gravel pit mobility hub

UDOT's preferred alternatives include the construction of two mobility hubs to provide parking needed for transit riders. One of these is at the gravel pit at the base of Big Cottonwood Canyon (BCC), where there is a large unmet demand for parking for Big Cottonwood travelers. Yet UDOT undertakes no analysis of what the parking capacity is required in order to adequately serve LCC transit users, given that a significant portion of the spaces will surely be used by BCC visitors. In fact, it's apparent from UDOT's logic that the agency assumes that BCC travelers will use no spaces. Under the La Caille gondola alternative, 1,500 spaces would be constructed at La Caille, which UDOT explains is 1,000 less than needed. To fill that shortfall, it would construct "1,000 new parking spaces divided between two mobility hubs at the gravel pit and 9400 South and Highland Drive." This obviously assumes that all of these parking spaces will be occupied exclusively by LCC transit users. That is simply not going to happen. Given the demand and lack of parking, one could easily estimate 40% - 50% of the stalls being occupied by people going to different destinations than UDOT is planning to deliver them to, be it resorts in other canyons, users (climbers, bikers, hikers, backcountry skiers, etc), heading to different destinations, etc. This shortsighted planning is also not surprising, given UDOT's determined resistance to examining the interconnectedness of the transportation problems and needs associated with Wasatch canyons.

If UDOT intends to build larger parking lots than what is articulated in the EIS, it needs to provide analysis and modeling of the impacts of parking, mobility, congestion and level of service on adjoining routes and roadways to understand and disclose the impacts. On the other hand, if it is not going to accommodate for obvious behavioral and user impacts, it needs to account for the loss of efficiency in their figures due to attrition of parking spaces for users visiting immediately adjacent canyons, which are connected byway of Wasatch Blvd. Parking availability significantly impacts the mobility and reliably potential of the resort expansion gondola alternative.

It is also important to note that the parking lot for the gondola failed UDOTs own screening criteria. Inequitably, it was kept as a solution while other concepts and ideas for solving the issues our region is facing were patently dismissed and eliminated from analysis. Yet another instance that shows this process isn't grounded in objective or fair analysis, rather a process to elevate a predetermined outcome and preference of power brokers and the political elite at the expense of the public.

IV. Social Equity and Environmental Justice

If there is one section that glaringly shows UDOT does not understand these canyons, that it cannot see the forest for the trees, it is their inability to adequately do an environmental justice and social equity analysis.

The extent of this analysis was confined to census blocks within 1/4 mile of the road corridor, in one of the most high rent districts in Salt Lake County, with the conclusion that there were no impacts to “environmental justice populations.” For example, UDOT’s executive director lives in this neighborhood, likely within one of the census blocks analyzed. His annual salary in 2018 was \$163,426 in 2018.¹² Let’s juxtapose this with the 2019 median individual income in Salt Lake County of \$32,867.¹³ UDOT’s prioritization of getting well heeled skiers to ski resorts over ensuring all citizens and users have equitable access to their public lands, or ensuring people can continue to afford high quality, fairly priced drinking water is grotesque.

The Wasatch Mountains, inclusive of Little Cottonwood Canyon, are not just a local regional treasure, but a national treasure. Environmental justice analysis, at minimum, should incorporate visitors from all local zip codes, and particularly those zip codes/census blocks who receive their culinary water from these canyons, for it is the water rate payer who will bear the burden of increased treatment costs. It is the person who can barely afford hiking boots who will be displaced or not serviced by the proposed alternatives, yet they will be subsidizing patrons of an activity for which they are unable to participate.

In addition to the origin data compiled by Utah State University as part of the Central Wasatch Visitor Use Study, Mountain Accord as part of its *Cottonwood Canyons Short Term Transportation Solutions Tech Memo (May 2017)*¹⁴ looked at origin data as well. As it pertains to Little Cottonwood Canyon, “Origin District 5”, which comprises downtown Salt Lake City and west had the largest block of visitation (36%) much of which was “hotel based recreation”. The largest “home based recreation” (22%) came from “Origin District 2”, which comprises much of the central Salt Lake valley (Holladay, Cottonwood Heights, Murray, Midvale, West Jordan). Given this origin data, UDOT completely missed communities which would likely be displaced and significantly impacting their analysis. To look only at the

¹² GovSalaries. <https://govsalaries.com/braceras-carlos-12886565> accessed on 8/22/2021

¹³ Data Commons. https://datacommons.org/place/geoid/49035?utm_medium=explore&prop=income&pop=Person&pv=age%2CYears15Onwards&hlen accessed on 8/22/2021

¹⁴ Mountain Accord Cottonwood Canyons Short to Mid-Term Transportation Solutions Technical Memorandum, WSP/PB under contract with WFRF, in consultation with the Utah Dept. of Transportation and the Utah Transit Authority, and with funds from the Mountain Accord Program, May 2017. Full document in 3 links: a) [Cottonwood Canyons Transportation Recommendations: Sept-2017](#), b) [Cottonwood Canyons Transportation Recommendations: Sept-2017 \(100-170pg\)](#), c) [Cottonwood Canyons Transportation Recommendations: Sept-2017 \(171-222pg\)](#)

immediacy of the road corridor, absent the origins of people traveling on that roadway, you cannot at all, understand the use, the impact, thus the alternative selection. The issues missed here do not apply solely to environmental justice populations but completely miss the communities who use, visit and would utilize (or be displaced due to inability to utilize) the preferred alternatives.

At a recent County Council meeting, Alta Mayor Harris Sondak noted that the per skier day cost of the alternatives is approximately \$111. This is based on the assumption that the ski season is 120 days. Of course, the front end and back end of the ski season is being impacted by climate change (and Utah's love of fossil fuel extraction is only exacerbating this trend) so the cost will increase. As part of Utah State University's analysis in the central Wasatch Mountains, it was found the "mean and median household income for resort skiers both fell between \$75,000 - \$99,999." The mode was "\$150,000 or over", representing 27% of respondents. Interesting that Utah's Homeless Czar and beneficiary of the La Caille gondola development, Wayne Niederhauser, believes people making in excess of \$100,000 are deserving of this public subsidy.

While implementing fees or tolls appears to primarily be used to change behaviors or mode, one thing UDOT needs to understand is that the impacts of implementing a toll or a fee is a very complex and nuanced issue, that the DEIS has barely scratched the surface of. For instance, the Central Wasatch Visitor Use Study found a willingness to pay a fee/toll particularly when coupled with getting people onto mass transportation. Another analysis done by Utah State researchers, explored the impact of user fees, which may well be extended to tolling as well. It found that in areas where there is a cost to access, such as a toll or a fee, even as small as \$3/vehicle, low income visitors would travel up to 3 times further to avoid paying the fee, resulting in massive displacement of users by income level.¹⁵ This needs to be further understood, analyzed, and disclosed so as not to continue making these canyons a playground for the economically well to do, all the while subsidizing their activities at the expense of those who truly need the benefits provided by outdoor recreation so as to escape the reality of their daily hardships.

We will remind and note that none of the alternatives UDOT has concerned itself with are mass, or public transportation, rather resort transportation and only about 7% of the public in our region are ski area patrons. Approximately 100% of the public, however, drinks water.

Finally, the cost of riding these systems isn't known, particularly for riding the gondola. Without understanding the cost per rider, you cannot understand the impact to environmental justice communities, or any other communities for that matter. Gondola proponents often state that resort season pass holders will ride for free, if this is selected. What about the communities that cannot even afford to

¹⁵ User fees displace low-income outdoor recreationists. Lamborn, Smith, Burr. 2017. <https://www.sciencedirect.com/science/article/abs/pii/S0169204617301433>

purchase skis & snowboards, let alone a season pass? If the gondola costs \$20, it will cost a family of four \$80 to go up the canyon when today it costs nothing. They then arrive at the concrete jungle of Snowbird and the former riparian habitat and alpine meadows of Alta, that are now slabs of asphalt. They never even arrive in the mountains for the recreational activity of skiing.

When you look at the cost of these options, juxtaposed with the issues our region is facing, the inequity is glaring. This isn't to suggest our canyons and our environment and our transportation systems don't need money, they do. But the money is coming from the wrong sources, is directed at the wrong issues, and isn't going toward an actual problem confronting either our communities or the environmental services they are dependent upon.

V. Climate Analysis

UDOT's climate change analysis is wholly inadequate. The climate considerations we found in the DEIS were part of the air quality chapter of the report and were focused on greenhouse gas (GHG) contributions of the operations of the alternatives. No effort to calculate some of the downstream fabrication of the alternatives were included, steel manufacturing and concrete, for example, are some of the greatest contributors to GHG emissions in the world. One source, noting that "only the annual GHG emissions of China and the U.S. are higher than annual GHG emissions of the global steel industry,"¹⁶ Additionally, while UDOT and the state have acknowledged the gondola would be a significant tourist attraction and has a big "WOW! factor", it hasn't included the GHG emissions of induced air travel to the state. Every flight taken by a ski tourist is quite literally killing the thing in which they are trying to enjoy - winter - which in turn harms our communities reliance on drinking water, in the midst of an unprecedented and prolonged drought.

Of course, GHG emissions are just one component of climate analysis. We must also strive to dynamically understand the realities and implications of the climate crisis, particularly as it relates to our water quality and quantity, forest health and wildfire mitigation strategies, pressures and stressors on ecology and wildlife, and declining snowpack, with a keen understanding of how it will affect avalanche cycles and the precious powder days the state is considering destroying a canyon for a few to enjoy.

Last month, the Intergovernmental Panel on Climate Change issued a report¹⁷, last issued in 2013 that said the climate crisis was "code red for humanity". It further reiterated that climate change was human caused and that we needed to fundamentally change our approach to projects and our relationship with the

¹⁶ Global Efficiency Intelligence. <https://www.globalefficiencyintel.com/new-blog/2021/global-steel-industrys-ghg-emissions>

¹⁷ IPCC - Sixth Assessment Report. <https://www.ipcc.ch/report/ar6/wg1/>

natural environment. The findings of this report also noted that prior projections on the implications of climate change were off and that the change initially forecasted was very conservative and the impacts we are experiencing right now are happening faster, and with greater intensity than originally anticipated. This suggests that the days and weeks our ski seasons are getting trimmed on each end may well be months on each end.

On a regional and local level, nothing is as current as the latest IPCC report, but that isn't to suggest there are no resources that cannot be incorporated into this analysis - but remember, the estimates are likely to be more conservative than anticipated. UDOT needs to incorporate more relevant science as part of its climate analysis that contemplates the implications of climate change.

Fourth National Climate Assessment

The *Fourth National Climate Assessment*¹⁸ is one such source. We know the idea of interconnect excites state leaders, inclusive of UDOT, so we will begin with that topic. Interconnected Impacts of climate change note that, "Climate change affects the natural, built and social systems we rely on individually and through their connections to one another. These interconnected systems are increasingly vulnerable to cascading impacts that are often difficult to predict, threatening essential services..." of note, are water resources.

This brings us to one of the next most important topics - water. "Rising air and water temperatures and changes in precipitation are intensifying droughts, increasing heavy downpours, reducing snowpack, and causing declines in surface water quality, with varying impacts across regions. Future warming will add to the stress on water supplies and adversely impact the availability of water in parts of the United States. Changes in the relative amounts and timing of snow and rainfall are leading to mismatches between water availability and needs in some regions...Aging and deteriorating water infrastructure, typically designed for past environmental conditions, compounds the climate risk faced by society. Water management strategies that account for changing climate conditions can help reduce present and future risks to water security, but implementation of such practices remains limited." As UDOT should be aware, many thanks to Salt Lake City's constant reminding (which doesn't suggest you are actually aware), the Wasatch's creeks and streams and lake are part of its critical water infrastructure. The investments in rigid and inflexible infrastructure in our watershed canyons, hurts our watershed managers' ability to adapt, mitigate and innovate around built and natural systems aimed at protecting our water resources. Water for our local communities and economies is arguably more important than skiing.

So the impacts to water are quite concerning. What is happening to the ecosystems and related ecosystem services from which this water originates, which this water

¹⁸ Fourth National Climate Assessment. <https://nca2018.globalchange.gov>

regularly interacts with? "Many benefits provided by ecosystems and the environment, such as clean air and water, protection from coastal flooding, wood and fiber, crop pollination, hunting and fishing, tourism, cultural identities, and more will continue to be degraded by the impacts of climate change. Increasing wildfire frequency, changes in insect and disease outbreaks, and other stressors are expected to decrease the ability of U.S. forests to support economic activity, recreation, and subsistence activities. Climate change has already had observable impacts on biodiversity, ecosystems, and the benefits they provide to society. These impacts include the migration of native species to new areas and the spread of invasive species."

UDOT needs to do more analysis to understand the conditions of the environment given the climate realities we are experiencing. It must be reconciled with the watershed, forest and community actions plans that anticipate adaptive management strategies for protecting our most treasured and needed resources from the threat of fire, drought, and rapidly changing ecosystems and their services. Further, it must understand the implications and concerns being expressed by resource managers at the local level - who are on the front lines of the climate crisis. Rather than building the projects associated with the preferred alternatives which primarily add convenience for cars (which is a function of LOS D), UDOT must look at the data when it comes to climate. This is why so many local plans call for transit improvements for all users, as there is acknowledgement of the complex systems, a strong desire to sustain and improve upon their natural condition, necessitating investments in behavioral shifts, over construction investments, to protect our communities and environments.

Local climate change impacts and water supply

At the local level, a 2013 paper, "Planning for an Uncertain Future: Climate Change Sensitivity Assessment toward Adaptation Planning for Public Water Supply"¹⁹ explores the impacts of climate change on Salt Lake City's water supply. UDOT, likely in coordination with Salt Lake City and others engaged in this analysis, should understand the concerns expressed in the scenarios and review their alternatives, inclusive of the erroneously eliminated alternatives (bus with no road widening, bus with regional hubs, train, etc) to see what, if any, best fit with the challenges facing our local water supply. Several of the paper's authors, we know, would be happy to (and likely have already) share their concerns about the climate realities we are facing in our watersheds.

Again, UDOT is giving short shrift to the impacts of climate change. It constantly ignores the environment, and the importance of the environment, in which it is proposing impactful projects. Its focus on a portion of the GHG contributions pales

¹⁹ Planning for an Uncertain Future: Climate Change Sensitivity Assessment toward Adaptation Planning for Public Water Supply. Bardsley, Wood, Hobbins, Kirkham, Briefer, Niermeyer, Burian. <https://journals.ametsoc.org/view/journals/eint/17/23/2012ei000501.1.xml>

in comparison to the impacts of the projects in the climate affected environment in which these projects are proposed. In addition to understanding the resources provided in this section, several questions need to be answered.

- What are the impacts to water quality and quantity proposed not just from the construction, but from the induced visitation UDOT seeks from these projects?
- What will the viability of the ski industry look like within UDOT's planning horizon of 2050?
- How will the implications of climate change affect the return interval of avalanches as it pertains to operations along the existing highway?
- Are the dozen or so bad weather events forecast to go up or down in the winter? What types of weather events are we anticipated to have in the non-winter months and how will the modes interact with those?

With so much uncertainty, it seems flexibility is critical, not just for transportation, but also for agencies with arguably more important responsibilities (watershed, water and forest management) to respond to the very real implications of climate change. UDOT should strive to align with those agency goals, rather than coercing them to adhere to its transportation objectives.

VI. Special Resources: Archaeological, Architectural and Cultural resources, Sections 4f and 6f, and Riparian Habitat Conservation Areas

While the thrust of the DEIS disregards much of the area between the La Caille gondola terminal and the first stop at Snowbird as flyover country, there are actually many special places that exist between these areas that didn't get analysis in the DEIS. One of the most glaring oversights is that UDOT only buffered the road corridors - their defined project area - when they should have also buffered the extent of alternatives, inclusive of staging and disturbance areas, as one of the alternatives exists almost exclusively outside of their defined project area. This oversight applies not just to archaeological, architectural and cultural resources, but also to the section 4f and 6f determinations. The DEIS states the following:

"The Section 4(f)/Section 6(f) study area is generally based on a 100-foot-wide buffer on either side of S.R. 210, from north of the intersection with Big Cottonwood Canyon Road and extending southeast to the end of S.R. 210 in the town of Alta, including the Alta Bypass Road."

This corridor would miss the entire gondola alignment, so it is no wonder that the existence of 4f/6f properties is nearly non-existent. Most EIS documents we've ever reviewed include project boundary maps, not just for the project area, but the disturbance area and encompassing all alternatives. Yet again, this is a result of a carelessly narrow scope and lack of disclosure of impacts of predetermined alternatives, not to mention the general lack of care the agency has shown for this environment.

So, with inaccurate project areas that do not include the aforementioned, critical elements in the boundary, it is impossible these determinations are inclusive of the impacts these proposed alternatives would cause on these special resources.

Were UDOT to properly delineate the boundaries, investments from federal agencies and user groups like the Salt Lake Climbers Alliance have committed significant resources to improve recreation resources in Little Cottonwood Canyon. Both the Alpenbock loop and the Gate Buttress have leveraged a variety of funding sources, individual, commercial, private, state, federal and local, inclusive of US DOT sources. Hundreds of thousands, if not millions of dollars have been invested into this resource. These recreation resources are absolutely 4f sites that deserve 4f protections. If UDOT couldn't disturb a ball field, as discussed on the USDOT 4f website, they most certainly cannot, and should not, harm the climbing resources in LCC. They are far more reliant upon the innate habituation of the climbing and bouldering resources.

Across the canyon from here, there are known archaeological sites that did not receive proper evaluation under Sec. 106, which require visual analysis from cultural and archaeological resources, which are present in little Cottonwood Canyon- whether or not they fall within the project boundaries.

Still further up the canyon, you come upon Tanners Campground, one of two camp areas in Little Cottonwood Canyon that would be immediately impacted by the gondola, particularly the cables and the cars running overhead. With only a handful of camping areas in the County on national forest which by the way are booked solid throughout their operating season, the impact to this area cannot be mitigated. This is a place where children, families, grandparents go to enjoy the outdoors. Memories are made here - people's first outdoor experiences are had here. It is abominable that the state has no regard for the impact it is proposing to have on the lives and experiences of its residents and their families.

Traveling still east, brings us to the White Pine Trailhead - perhaps one of the single most cherished spots in all of Little Cottonwood Canyon. It is the launching point to access some of the most (and last remaining) incredible side canyons not yet dominated by commercial skiing. The experiences at White Pine are profound in every season. Whether ski touring up Scotties Bowl or heading toward one of the few natural alpine lakes in the Wasatch Mountains, the views up, down and across the canyon are simply breathtaking.

Suddenly, you are at Snowbird - a place devoid of natural wonder, which isn't to say the skiing isn't fun, but much of the integrity of the upper canyon is dominated by concrete buttresses appropriately called "brutalist" architecture. When it opened, it quipped that Snowbird, was embodiment of "man and nature in harmony." What Snowbird did to the canyon is unquestionably brutal - what can you expect from a Texas oilman but an overt domination of nature. That said, UDOT was so concerned with the impacts of a gondola to Snowbird's aesthetic, that it suggested putting more

attractive towers at Snowbird -- an affront to the rest of the canyon unequivocally more sublime and picturesque than Snowbird. We'd be remiss not to quote one of Save Our Canyon's founders here as he quipped about what has taken place in this part of the canyon.

"Centuries hence, archaeologists will attempt to unravel and understand the culture represented by the concrete and steel rubble that once was Snowbird. Will they enshrine the remnants as a tribute to man's ingenuity and progress? Or will they consider it, as one today considers the ancient baths of Caracalla, a monument to his decadence."²⁰

UDOT concerns itself more with the alignment of brutalist architecture and concrete hellscapes, than it does with the sublime scenes of an otherwise serene canyon.

While we have not been exhaustive in our review of the many, many important sites in Little Cottonwood Canyon, we have been more thorough than UDOT (and we are not proposing to impact resources -- quite the contrary). If you wish to understand more, and you should, you should begin an exhaustive review of the many hiking, skiing, climbing and natural guides that have been thoughtfully and diligently compiled by dozens of canyon lovers transcending the generations. These canyon walls tell a history of human potential, of ecology, but also of tragedy -- we suggest you focus on the former rather than doubling down on the latter as you have thus far.

Cultural context of the Wasatch Mountains²¹

The Central Wasatch has a human history dating back at least 12,000 years by people who modern day Tribes claim to be their direct ancestors. The Shoshone People referred to the Salt Lake Valley as "Soonkhani," or "many homes" at a time preceding the arrival of European settlers. The oldest record of corn cultivation in the Great Basin dates back 3,000 years to a site located on the Jordan River in what is now the City of Draper.

Native American leaders and Tribal members insist that the Salt Lake Valley was not "available" for the taking when Mormon settlers arrived in 1847 and would like current historical accounts to reflect this fact. Indeed a great deal of damage has been caused by this omission. The Wasatch and the Salt Lake Valley were used extensively for thousands of years prior to the mid-summer day in 1847 when Mormons arrived. Ute, Shoshone, and Goshute People were forced out of the Salt

²⁰ Skiing in Utah: A History. Alexis Klener. 1980.

²¹ Native American Historical References:

Cuch, Forrest. 2000. A History of Utah's American Indians. Utah State Division of Indian Affairs. Utah State Division of History. Salt Lake City, Utah.

Janetski, J. C. (1991). *The Ute of Utah Lake* (Vol. 116). University of Utah Press.

Brown, S. K., & Cannon, D. Q. (1994). *Historical atlas of Mormonism*. Macmillan Library Reference.

Tyler, S. (1954). Lyman "The Spaniard and the Ute". *Utah Historical Quarterly*, 22, 343-361.

Lake Valley and their nearby villages by Mormon settlers and the US Calvary through displacement, resource consumption, and armed conflict in the decades following pioneer arrival. Ute, Shoshone, Goshute, and Paiute People all include Salt Lake County in what they consider to be their ancestral territories. Many other Nations also claim to have once traveled long distances for the purpose of gathering the essential mineral of salt from the Great Salt Lake and used the Wasatch and the Salt Lake Valley as a travel corridor. While this history is not often shared, the facts exist, and some of the Native knowledge that has been passed down orally regarding the Wasatch is still intact.

Native American Tribes have a rich history in the Wasatch Range that should be prominently described and demonstrably regarded in the official record of the Little Cottonwood Canyon EIS, and fairly treated in its process. At a minimum formal consultation should be conducted with each Tribal Nation that may have ties to the UDOT project area. Additional steps may be warranted as well. In 2013, the USFS released new Forest Service Planning Regulations that require solicitation and incorporation of Traditional Ecological Knowledge in the Forest Planning process. UDOT's process should adopt a similar policy to ensure that any available historic knowledge, ongoing cultural practices, or known sacred sites are considered and planned for in the preferred action alternative. An important goal of this EIS process should be that the cultural values held by Native American Tribes within the study region are protected for future generations.

Riparian Habitat Conservation Area

It is no secret that the waterways in the second driest state in the nation contain a bounty of life. Section 4f specifically calls for the protection of "publicly owned wildlife and waterfowl refuges of national, state or local significance that are open to the public..." One of the most prominent creeks in our county, surrounded by wilderness and national forest system lands, most certainly rise to this level of importance. In a canyon whose upper meadows and wetlands have been continuously degraded and impacted by ski area development, few quaint and wild water resources exist. The encroachment of infrastructure into these areas, particularly in light of prolonged drought and other impacts of climate change is simply irresponsible and detrimental to our wildlife populations, with whom we share this resource. Talus fields provide habitat and cover for terrestrial species, eddies and pools provide habitat for the aquatics. Avian species circle up above hunting for food. All of these will be impacted by the presence of towers and cableways, not to mention the constant movement of cars traveling along them.

If Little Cottonwood Canyon doesn't fit the criteria section 4f sought to protect from transportation infrastructure we don't know what does. By constructing a gondola, adding avalanche sheds, and/or widening the roadway, UDOT is actively denigrating the multiple use mandate of a national forest, thereby converting a publicly owned national resource that has critical value to wildlife, historical, and vast recreational

significance - for a singular use that continues to erode the values for which the forest was established.

Further, the complacency of the USFS is noted. They have given up, in abdication of duty, not just to this resource and its meaning to our community, but to our nation. UDOT has shown little if any regard for the amazing resources, what it means and has meant to our community, to cultures that inhabited this place for generations before us, and the wildlife that surprisingly flourishes despite the lack of care shown by the state and federal agencies.

Of course, with a predetermined mandate, UDOT does not want to disclose these impacts in an EIS, it upends their apple cart. Alas, the law requires it. It not only requires you to disclose, but for 4f sites in particular, it requires you to avoid impacts and to focus upon alternatives that cause the least overall harm. The EIS is not doing this, in particular as it pertains to the RHCA. Habitat's particularly in the arid west, in steep canyon environments are indeed refuges. And as human encroachment and development and intensification of use of the resource increase, these refuges become all the more important to avoid -- thus you must avoid by abandoning your preferred alternatives.

VII. Responsiveness to Local Jurisdictions and Plans

One of the reasons UDOT sought NEPA authority was that the state felt it could be more responsive to local communities and local concerns. Per usual, the local argument is one of the arguments Utah abuses best. Save Our Canyons has been engaged in local planning and local policies for half a century. Numerous jurisdictions have not only weighed in on this process, but have plans required by the State of Utah, some new and some old, concerning this very geography. Let's take a look at some of these plans and policies adopted by various subdivisions of the state, beginning with the state itself.

Note: There is really no way to summarize these plans, without going on for hundreds of pages. We will do our best to summarize key areas, when they are specific to the impacted area of this EIS, however, by way of the reference we are incorporating these plans into the record, thereby requiring UDOT's response to each of the components to every one of these plans many of which included UDOT's participation, state and local (sometimes federal) funding and local corroboration.

HINT: Almost every single one of these plans calls for a comprehensive transit based strategy that serves ALL users, ALL seasons. This is perhaps the #1 concern with UDOT's current process that focuses on improving mobility for automobiles and harms other users. Each of these cost significant public dollars, and time from public and stakeholder interests.

State of Utah

- *The State of Utah Outdoor Recreation Vision*²²
Ensure Balanced and Responsible Use and Development of our Public Lands.

Utahns value their public lands. These lands support a range of uses, including resource development, recreation, wildlife habitat, grazing, and environmental services. With diverse uses comes some conflict. The state should approach public land issues with a proactive, creative, and collaborative approach to find the right balance among the uses, all of which are important to the state.

- Play a leadership role in convening a stakeholder process to develop specific plans for the Wasatch Canyons over the next 50 years. This process should carefully review and give appropriate weighting to all of the important issues, such as: transportation, the ski industry, backcountry recreation, watershed management, wilderness protection, and land development. Work with the White House Council on Environmental Quality to establish this effort as a pilot project demonstrating a coordinated and efficient NEPA process.

- *Mountain Accord*²³ & *Central Wasatch Commission*²⁴
The Central Wasatch Commission is the governmental entity that the Mountain Accord charter called to create. Upon its creation, the Central Wasatch Commission was tasked with carrying out projects initiated during the Mountain Accord process including federal legislation, the Central Wasatch National Conservation and Recreation Area Act, the Environmental Dashboard, and canyon transportation improvements.

1.7. Specifically, the signers of the Accord seek:

- o 1.7.1. A natural ecosystem that is conserved, protected and restored such that it is healthy, functional, and resilient for current and future generations.
- o 1.7.2. A recreation system that provides a range of settings and accommodates current and increasing demand by encouraging high levels of use at thoughtfully designed locations (nodes) with convenient access, while protecting solitude, nature, and other backcountry values.
- o 1.7.3. A sustainable, safe, efficient, multi-modal transportation system that provides year-round choices to residents, visitors and employees; connects to the

²² The State of Utah Outdoor Recreation Vision. January 2013. pg 10 <https://business.utah.gov/wp-content/uploads/2018/04/OutdoorRecreationVision.pdf>

²³ The Mountain Accord. 2015. https://mcusercontent.com/d039de63a7bcadab6bef83ace/files/1f1ab8d0-54a3-464a-8587-d7c46a3f9a55/FINAL_Accord_July_13_2015_w_Sigs_and_Attach.pdf

²⁴ Central Wasatch Commission. <https://cwc.utah.gov>

overall regional network; serves a diversity of commercial and dispersed recreation uses; is integrated within the fabric of community values and lifestyle choices; supports land-use objectives; and is compatible with the unique environmental characteristics of the Central Wasatch.

- o 1.7.4. Broadly shared economic prosperity that enhances quality of life and preserves natural and scenic resources and infrastructure that is attractive, sustainable, and provides opportunities for visitors and residents.

- *Cottonwood Canyons Scenic Byways Corridor Management Plan*²⁵

There are **twenty-one visitor sites** and numerous shoulder pullouts adjacent to Little Cottonwood Canyon Scenic Byway. This corridor is generally characterized by a steep, tight road corridor with few pullouts, short sight distances, and few opportunities to pass.

Existing Road Safety Concerns:

Major crash sites, major pedestrian congestion areas (park-and-ride, Grit Mill, roadside parking for visitors) and wintertime hazards (avalanche zones, road closures).

Recommended Corridor Improvements:

The Byway visitor experience can be improved with a few over-arching efforts, including:

1. Add a gateway feature to give visitors a feeling they have arrived someplace special.
2. Direct people to visitor centers, official waysides, and recreation areas with the capacity to handle more visitors and avoid sensitive resource areas.
3. Foster a year-round, first-rate transit system, and encourage carpooling to mitigate parking congestion and allow for loop trips.
4. Continue to encourage stewardship and responsible recreation through interpretation, sensitive design, and proactive resource preservation.
5. Formalize pullouts and parking areas where stopping is desired. Remove pavement or gravel pull-out at undesirable areas.
6. Refine procedures for emergencies and canyon closures to minimize risk.
7. Reduce number of signs and eliminate non-essential signs.

²⁵ Cottonwood Canyons Scenic Byways Corridor Management Plan. 2008. https://travel.utah.gov/wp-content/uploads/CMP_121608_portable.pdf

8. See additional comments in the Site Inventory in the Appendix.

Salt Lake County

- *County Resource Management Plan (SLCo)*

In 2016, the Utah Legislature required counties to complete resources management plans. Here are a few excerpts that seem relevant to the UDOT project and our Wasatch Canyons.

20.2 Desired Future State

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 desires to include a diverse range of stakeholders, including local property owners, public land managers, and business owners when planning for recreation system improvements.

Visual Resources:

24.2 Desired Future State

Salt Lake County desires to maintain or improve the visual resources within the county.

24.3 Management Objectives and Associated Policies and Guidelines

24.3.1 Management Objective

Maintain or improve scenic and appealing objects, scenes and vistas on public lands in Salt Lake County.

Policies and Guidelines

Land use goals, decisions and transportation and utility solutions should consider the impacts of development on visual resources and the overall experience the public has on public lands.[1,2]

Significant vistas and landscapes that have special visual and aesthetic qualities will be preserved and maintained.[3]

- *Wasatch Canyons General Plan*²⁶

GOAL: SUPPORT ENHANCED YEAR-ROUND TRANSIT SERVICE TO AND WITHIN THE WASATCH CANYONS

ALL-CANYON POLICIES:

²⁶ Wasatch Canyons General Plans. 2020 https://slco.org/globalassets/1-site-files/planning--transportation/wasatch-canyons/wasatch-canyons-general-plan_optimized_js.pdf

The County supports mixed-use mobility centers, which should be located outside the Canyons, but within short distances

Mobility centers uses should include transit, parking, daily services and be near or mixed in with residential dwellings and businesses

The County supports rideshare parking, bus stops and electrical vehicle charging at key nodes

The County supports increased transit frequency at key locations throughout the Canyons

The County supports year round transit service within the Cottonwood Canyons and to Park City

The County supports carpooling programs

ALL-CANYON STRATEGIES:

The County will assist in developing parking structures for the purpose of Canyon transit and carpooling

The County will ensure that new and enhanced transit facilities and operations are designed to avoid degradation of watershed health and water quality

Salt Lake City

Our state's capital city, Salt Lake City, not only has jurisdiction over these Wasatch watershed canyons and the activities which take place in them, but also have many laws and regulations mandating Salt Lake City protect this water supply and the quality of this water, for its residents and customers. Salt Lake City's water doesn't just go to the city, it serves the University of Utah, businesses up and down the Salt Lake Valley, residents in other cities within Salt Lake County and in some instances outside. Water is a key ingredient for life in the desert. The availability of clean water is why we enjoy the society that exists today - without it, we'd look more like Nevada. So, we can't ignore the importance of water or the impacts present and future (with a keen eye towards what our actual future holds), because any effect on water, water quality or water supply will have devastating consequences for hundreds of thousands of Utahns.

Salt Lake City's 1999 Watershed Management Plan²⁷ (currently being updated), opens discussing their Desired Future Condition.

"The management emphasis prioritizes water quality first and multiple use of the watershed second. The Wasatch Canyons are protected to maintain a healthy ecological balance with stable environmental conditions, healthy streams and riparian areas, and minimal sources of pollution. Existing and potential uses that could lead to the deterioration of water quality are limited, mitigated, or eliminated. To the extent that, in the reasonable judgement of the City, a proposed development or activity, either individually

²⁷ Salt Lake City Watershed Management Plan. 1999. <http://www.slcdocs.com/utilities/PDF%20Files/slcwatershedmgplan.pdf>

or collectively, poses an actual or potential impact to the watershed or water quality Salt Lake City will either oppose, or seek to modify, manage, control, regulate or otherwise influence such proposed development or activity so as to eliminate or mitigate potential impacts.”

On several occasions throughout this process, Salt Lake City has told UDOT this project, and UDOTs failure to comprehensively analyze direct, indirect, and cumulative impacts as well as evaluation of connected actions - like the damaging positive feedback loop of ski area development and expansions driven by additional visitation these projects seek.

UDOTs failed consideration of water resources not only jeopardizes water, but places undue and inequitable economic burdens on both the city itself, its residents and its customers. It is not the skier benefitting from these projects that pays the costs (economic and health) of these projects but the rate payer. UDOT is foisting the harm it is causing onto other jurisdictions and people.

It should be noted that both Salt Lake County and Salt Lake City oppose the two alternatives being pursued by UDOT. With the stated goal of running a NEPA process to be more responsive to local concerns - UDOT is concerningly a worse steward of the NEPA process than federal agencies. It is ignoring local jurisdictions and their responsibility (oftentimes legal) to their residents, but rolling out the red carpet for speculators, resorts and developers who seek to harm the public trust, our environment and the ecosystem services they provide, for insular monetary gains.

Decades of efforts, consensus and public investment are being abandoned by UDOT's process. They aren't interested in listening to local communities, rather the notion of local input not to mention the investments made by people, organizations, businesses and governments are completely wasted and ignored by the state to a degree arguably greater than by the federal government.

VIII. Other NEPA Concerns

Away from this DEIS, but related to the NEPA process, we have several concerns.

In Nov. 2020, Save Our Canyons filed a GRAMA request to UDOT on this project. As of this writing UDOT still has not provided a complete response to our request.

NEPA requires that the public be allowed to participate in the EIS process. In order to do this effectively, public interest organizations like SOC commonly use the Federal Freedom of Information Act (FOIA) to get documents about the project to help them prepare comments that they submit to the agency. The Freedom of Information Act is often critical for organizations like SOC to participate in EIS processes effectively.

Ordinarily, it would be the federal agency—in this case the FHWA—that conducts this EIS, but UDOT sought and received permission to do it on the federal government's behalf. As part of this grant of authority to UDOT, FHWA and UDOT signed a Memorandum of Understanding that ensures that UDOT will carry out the EIS. Because UDOT is not subject to the federal FOIA law, but because FHWA still needed to ensure the availability of agency records critical for the public involvement NEPA requires, an explicit condition for the grant of federal authority to UDOT set forth in the MOU was that UDOT would provide records in accord with the state's records-disclosure law, GRAMA. Thus, exercising our rights under GRAMA rather than FOIA, we submitted our request to UDOT.

Throughout the EIS process there are several opportunities for public engagement. One of the most critical and substantive portions for engagement in an EIS is between the Development of Alternatives and the release of a Draft EIS. It is in this period where agencies, federal, state and local, engage with the Federally Responsible agency — UDOT in this instance — to make their decision and the justification for their decision. This is a small but important window and our ability to comprehend records and make additional requests has been completely and totally harmed.

This is not just local violation, but a violation of federal law and a violation of the MOU UDOT entered into with FHWA.

Additionally, in review of comments provided by agencies (cooperating and coordinating) we have found several issues. First, UDOT drafted letters for concurrence for the USFS, particularly surrounding 4f determinations. The USFS should have done this analysis and provided it to UDOT. We find it highly inappropriate for consultants such as HDR, who is not an objective arbiter of the NEPA process rather a mercenary for UDOT's predetermined outcome. The USFS, its Uinta-Wasatch-Cache National Forest and its Salt Lake Ranger District have intimate working knowledge of projects, policies and activities that outside consultants could never have. Emails²⁸ obtained through Freedom of Information Act (remember UDOT isn't responding to GRAMA requests), show some of this consultant and "political pressure" (USFS's words not ours).

The impacts to Grit Mill, Lisa Falls, and Gate Buttriss were some of the reasons (i.e. 4[f] impacts) that UDOT had originally screened-out the cog rail, but due to industry and political pressure (not FS), UDOT decided to carry the cog rail evaluation through to the DEIS.

²⁸ Jan. 21, 2021 email between USFS and Vince Izzo (HDR)

Additionally, the USFS (as did we, SLC, and many others, separately) also felt the indirect impacts were not thoroughly evaluated.

"I think we should consider the indirect effects as well. People are not going to want to camp between a highway and a railway. I would anticipate due to the indirect effects, the entire campground would be lost."²⁹

The disruption caused by a train would be similar to a gondola traveling overhead. To have this type of interruption, is not why people venture into the forest.

"I thought the cog and gondola were going through Tanners Park but the write-up says no. However, for the cog, the alignment goes right through Grit Mill, which was just completed and cost over half a million to complete."

The gondola alignments have changed over time, and the impact to climbing sites (See Salt Lake Climbers Alliance comments) that have received significant public investment most certainly cause this to be a site protected under 4f.

Once again, UDOT considers few but itself and the politically connected resort owners and developers that anchor the gondola proposals, with complete and total disregard for other users, other jurisdictions, and our shared community values for the forest, our watershed, its wildlife, their magnificence -- our Wasatch Canyons.

IX. Alternatives that need consideration

We have attempted to be direct and exhaustive in these comments to help UDOT understand that which it has been unable to understand in the past several years in this process. It is a public agency with little if any accountability to other governments, the communities and users, and the taxpayers that comprise its budget. These Wasatch Canyons are a gem and we collectively do not want what you are selling - you aren't improving anything, rather ruining everything.

There are much better options that simply haven't been either allowed or fairly considered into the process. Let's take for example, electric buses. Even if they aren't available today (neither is a gondola), they will be within the next several years, or one life cycle of a bus system. To look at cutting edge aerial technologies, but look at antiquated bus (and even rail) technologies is not an apples to apples comparison. This is just one example. Another example is how you look at the forest plan. Some instances you look at the forest plan as a rigid document that cannot be altered, yet when it comes to the gondola, the forest plan is a document that can be amended. This is not fair and equitable analysis, it is cherry-picking at best, but as we've seen through many other instances in the document, it is most likely political influence and outright cronyism.

²⁹ Nov. 18, 2020 email between USFS leadership

We request that UDOT prioritize looking at alternatives that focus on the root of the problem: removing cars from the roadway. This can be done by implementing multiple travel demand strategies rather than altering the canyon.

UDOT can improve safety, mobility and reliability by removing and keeping cars from entering the road. A combination of buses (express, direct, and special service), utilization of vans and/or autonomous vehicles equipped for the canyon environment, mandatory carpools (3-4 people / car) for certified safe vehicles, and tolls based on occupancy should be implemented immediately. If the technology is not quite there yet, we should invest resources in getting those non-invasive technologies there, rather than investing half-a-billion dollars in a fixed system in a dynamic (both seasonally and climatically) environment.

A phased approach implementing these low cost behavior-centric strategies will yield the greatest benefit for skiers, for the canyons, for our watersheds, our communities, for other users and our public pocket book. While implementing these, we need to begin the process of expanding upon the mobility hub concept. These hubs should not just be centered around the canyons, but should be spread across the entire Salt Lake Valley. Save Our Canyons has invested in creating a web map to help articulate this concept, which can be found here: <https://experience.arcgis.com/experience/47227db0d7844ce29e1d45aa446b0d39/page/page%207?eId=62fd0111-43ae-4b09-95d0-7eb037f5653c&eType=EmailBlastContent>

Admittedly, in creating this concept we didn't fully evaluate the west side of the Salt Lake Valley, the northern entries or southern approaches to the valley. It is far more inclusive than anything UDOT has considered however. Point is, by capturing travelers nearer their points of origin and getting them onto transit service, we reduce congestion, not just in the canyons, but on congested routes that feed the canyons, thereby significantly improving mobility and reliability in the canyons without building a thing in the natural environment, while enhancing and improving our built environments. Not only could these hubs, base camps, or centers, have parking and transit service, they could also have commercial opportunities, create jobs and stimulate economic growth. Outdoor companies and shops could also exist at these hubs, allowing people the ability to service or rent outdoor equipment or buy new products. These areas could have housing for resort and canyon employees, providing them convenient access to their jobs without needing a car. Arts and cultural opportunities could also exist, enhancing the vibrance of our community while protecting the resource rather than exploiting it, bringing the culture that is inspired by our mountains, closer to our communities, over killing the goose that lays the golden egg.

If there is \$500 million to spend, let's spread it across our valleys and enhance mobility and the vibrance of our communities rather than centralizing it for three businesses. Our approach will do more for our canyons, more for our economy and

more for our overall quality of life. It will enhance life in Utah for millions of people, not just skiers and out of town tourists -- though they will benefit too. As we continue to grow, we need to expand both our definition of the problems that confront us and be more comprehensive than the narrow scope UDOT has defined.

We implore you - Think more comprehensively, understand the complexities of the issues before us and allow the issues we've addressed in these comments into the process. These issues expressed by us, other user groups, other governments and thousands of individuals demonstrate you've gone about this process all wrong. We appreciate the frustration with some of the issues, but complex issues need complex solutions.

We will conclude, with what may be obvious at this point. We expected more from this process, and expected more from the State, its leadership and its consultants. Good soldiers, do not beget good processes, but that is what NEPA requires. UDOT, on its own accord, or at the behest of its superiors (within the Department and/or the State, and/or that small group the State has endeared itself to) has tipped the scales to favor what it wants, at great cost to our community, the public trust and also to our local environment. UDOT has thus far, failed to listen to constituencies in deference to its predetermination (widening a road or building a gondola), it hasn't considered data that might tip the scales nearer equal, that bring clarity, data, and science to the importance of this environment, municipal watersheds, or other users who are being harmed by its preferred alternatives. Other options exist that would save our canyons and address the interconnected issues confronting the Wasatch.

We want to thank the thousands of people who took time to share their thoughts on this process, the governments who carefully contemplated the issues and options confronting our canyons, and the thoughtful organizations that represent our amazing community. Your job is to strive to objectively listen and be a fair arbiter of this process, on behalf of ALL USES, APPRECIATORS, AND VALUES OF THE WASATCH.

On behalf of Save Our Canyons, our community and our partners,



Carl Fisher
Executive Director
Save Our Canyons

3690 E Fort Union Blvd #101
Cottonwood Heights, UT 84121
(801) 363-SAVE

Save Our Canyons DEIS Comments

Appendix A

Summary Report

Compare

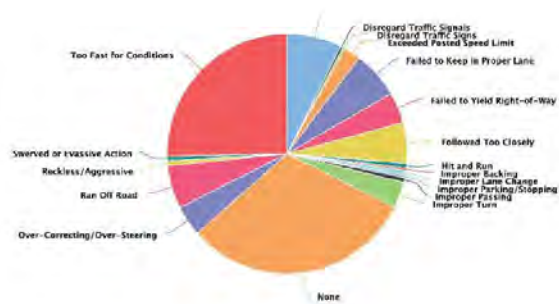
Active Filters

Milepost

Route 210 between milepost 3-14

Contributing Factors

File

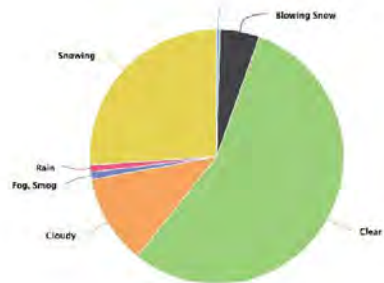


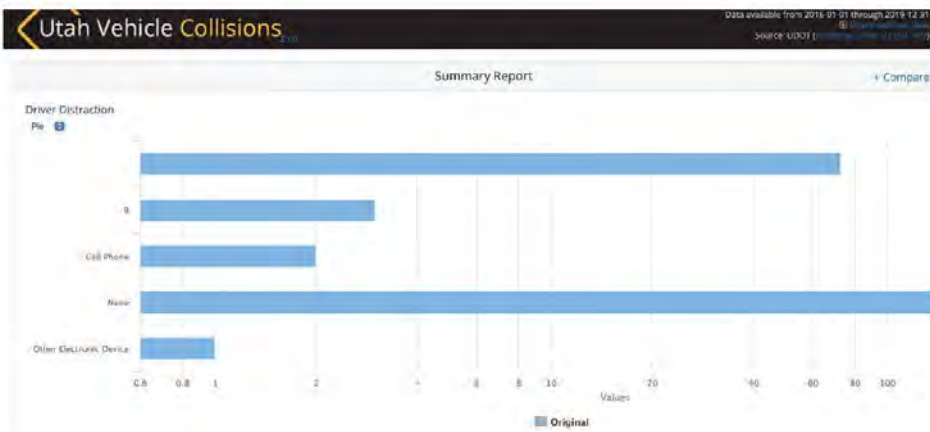
Summary Report

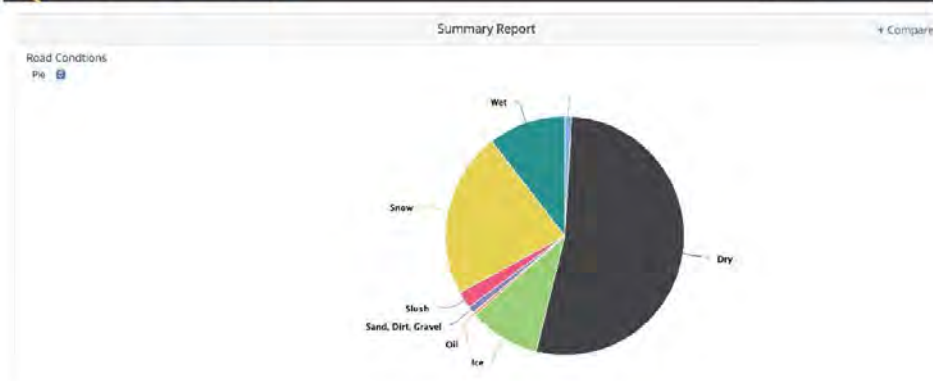
+ Compare

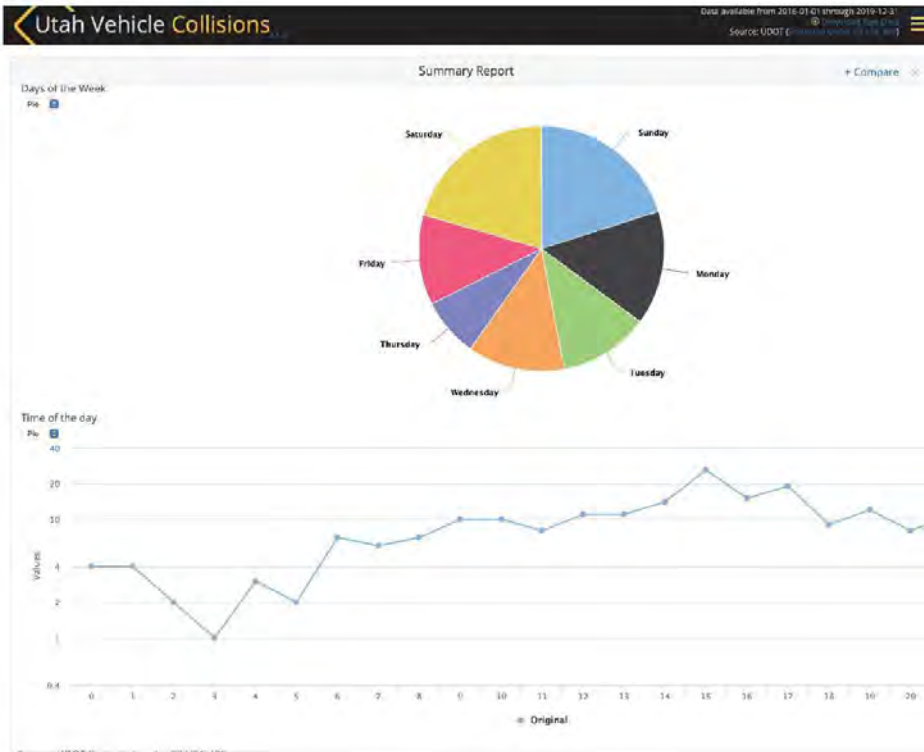
Weather

Pie









Save Our Canyons DEIS Comments

Appendix B

#6004

SENATOR
DEIDRE HENDERSON
SEVENTH DISTRICT



462 RIVERCROSS RD.
SPANISH FORK, UT 84660
(C) 801-787-6197
dhenderson@le.utah.gov

July 10, 2020

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Salt Lake City, Utah 84121

To Whom It May Concern:

I would like to express my favor for the gondola option based at the La Caille station as the solution for Little Cottonwood transportation for the following reasons:

The gondola is a safer, more reliable transportation system despite the canyon weather conditions. Not to mention pedestrian-friendly access available to the gondola base station through the new trail system which decreases the immediate area's need to use personal vehicles. Reducing the number of vehicles and removing all the buses in Little Cottonwood Canyon is also an environmentally friendly option. This eliminates the need to expand Highway 210 into a larger right-of-way that would increase the vehicle count within the canyon.

In the end, the cost of the gondola system is the most cost-effective with the longest life cycle of any of the proposed alternatives. The gondola will make the canyon accessible to locals and tourists and showcase incredible landscapes. I am confident that the project will highlight recreation while solving the transportation problems in the area. I support the gondola station option for Little Cottonwood Canyon.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Deidre Henderson". The signature is fluid and cursive.

Sen. Deidre Henderson
Utah State Senate District 7

#4535

SENATOR
KIRK A CULLIMORE
NINTH DISTRICT



PO BOX 606521
SANDY, UT 84096-0521
801-857-9474
kcullimore@ls.utah.gov

UTAH STATE SENATE

350 NORTH STATE STREET • SUITE 320 • SALT LAKE CITY, UTAH 84111
801-538-1035 • senate.utah.gov

July 8, 2020

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121

To Whom It May Concern:

I would like to express my favor for the gondola option based at the La Caille station as the solution for Little Cottonwood transportation for the following reasons:

The gondola option provides the most economical, safe and reliable transportation for Little Cottonwood Canyon while also having the benefit of minimal environmental impact. The gondola option will also showcase a gem of the Salt Lake valley while limiting the impact on the watershed, reducing automobile traffic and emissions, and protecting the surrounding neighborhoods and communities from congestion and overuse.

A gondola will make the canyon accessible to locals and tourists while maintaining the pristine beauty of the canyon. Because it will be an attraction for all, a huge benefit for patrons and employees of the resorts, and accessible no matter the condition for skiers, the gondola option will conceivably pay for itself over time – particularly considering the decreased impact the canyon could otherwise suffer with the status quo or other vehicle options.

As a regular visitor of Little Cottonwood Canyon, an active snowboarder and hiker, and a resident just down the road from the canyon, I am extremely excited at the prospect of the La Caille gondola station option. I am anxious to help encourage state resources to a project that will bring such value to the valley while solving difficult transportation issues.

Thank you for your consideration.

Sincerely,

Kirk Cullimore

#4593

SENATOR
DANIEL HEMMERT
(FOURTEENTH DISTRICT)



UTAH STATE SENATE

330 NORTH STATE STREET • SUITE 320 • SALT LAKE CITY, UTAH 84111
801-538-1933 • senate@utah.gov

1119 EAST 965 NORTH
DRUM, UT 84097
(801) 426-7662
(T) 801-380-8262
dhemmert@le.utah.gov

July 7, 2020

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121

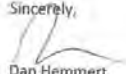
To Whom It May Concern:

I would like to express my favor for the gondola option based at the La Caille station as the solution for Little Cottonwood transportation for the following reasons:

1. It's the most environmentally friendly option as compared to the carbon-based alternatives;
2. it reduces the number of vehicles travelling up and down the canyon and can remove ALL the busses in LCC; and
3. the cost of the Gondola system is by far the most cost effective and has the longest life cycle of any of the proposed alternatives.

Thank you for your consideration.

Sincerely,


Dan Hemmert
Utah State Senate, District 14

#5858



UTAH STATE SENATE

UTAH STATE SENATE • P.O. BOX 40515 • SALT LAKE CITY, UTAH 84141-0515
801-538-1035 • www.utahsenate.org

July 8, 2020

Little Cottonwood Canyon EIS
c/o HDBI
2825 E Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121

To Whom It May Concern:

Here are some advantages I see for approving the gondola solution for Little Cottonwood Canyon based at the La Caille station option:

1. The gondola is a safer, more reliable transportation system despite the canyon weather conditions.
2. Regardless of the reasons for the Highway 210/road closure status, such as avalanches, natural disasters and vehicle accidents, the Gondola will always be open for passenger transportation purposes.
3. The gondola has the smallest physical footprint versus the other transportation solutions under consideration.
4. It is probably the most environmentally friendly option as compared to the carbon-based alternatives.
5. Using the LaCaille Base Station model, the uphill passenger capacity is about 3,500 people per hour (using the LaCaille station parking garage to supplement the bus capacity).
6. The 3S gondola provides re-generation of power on the trip back into the power grid as it downloads passengers to the LaCaille Station.
7. Provides a pedestrian friendly access to the gondola base station through new trail systems decreasing the immediate area's need to use personal vehicles.
8. Further protects the LCC watershed through projected reduction in vehicles.
9. The cost of the Gondola system is by far the most cost effective and has the longest life cycle of any of the proposed alternatives.

Thank you for your consideration.

Sincerely,

A handwritten signature in dark ink, appearing to read "J. Adams".

Senator J. Stuart Adams
President, Utah State Senate

Save Our Canyons DEIS Comments

Appendix C

1/26/2021

State of Utah Mail - Fwd: Little Cottonwood Canyon EIS deadline



Carlos Braceras <cbraceras@utah.gov>

Fwd: Little Cottonwood Canyon EIS deadline

4 messages

Justin Harding <jharding@utah.gov>

Tue, Jul 7, 2020 at 9:59 AM

To: Carlos Braceras <cbraceras@utah.gov>, Gordon Larsen <gordonlarsen@utah.gov>

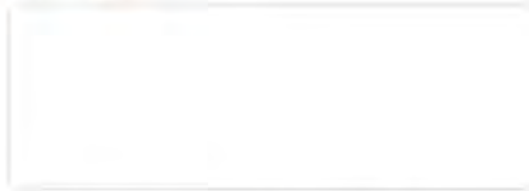
Greetings!

Wayne Niederhauser sent me this message and request. Thoughts on GRH formally weighing in?

Thanks!

Justin

Justin Harding
Chief of Staff
Office of the Governor | State of Utah
Utah State Capitol, Suite 200
Salt Lake City, Utah 84114-2220
801-538-1505 (Office)
jharding@utah.gov
Governor's Office



----- Forwarded message -----

From: Wayne Niederhauser [REDACTED]
Date: Mon, Jul 6, 2020 at 5:38 PM
Subject: Little Cottonwood Canyon EIS deadline
To: Justin Harding <jharding@utah.gov>

Justin,

The UDOT deadline for the comment period for the La Caille Gondola option is due on Friday. I have attached a letter that can be modified to meet the Governor's style and content. The other attachment is just some ideas that could be inserted into the letter. Would you see if the Governor is willing to submit a letter of support specifically for the gondola at the La Caille Station?

Thanks a bunch!

Wayne Niederhauser
801-558-4766

3 attachments

Email-signature-Mighty-5-final.jpg

<https://mail.google.com/mail/u/0/?ik=51b52c48d86&view=pt&search=sil&permthid=thread-1963A1671574411220080504&siml=msg-F1%2A16715744112> 1/3

UDOT_SOC_004094

1/26/2021

State of Utah Mail - Fwd: Little Cottonwood Canyon EIS deadline



92K

 **Gondola La Caille Station Support Letter.docx**
19K

 **Gondola Talking Points.docx**
21K

Gordon Larsen <gordonlarsen@utah.gov>
To: Justin Harding <jharding@utah.gov>
Cc: Carlos Braceras <cbraceras@utah.gov>

Tue, Jul 7, 2020 at 10:03 AM

Yeah, I'd love to have the Governor add his weight in favor of the Gondola. That's my preferred option for a variety of reasons I've discussed before—it takes a lot of people off the roads, it's the least environmentally destructive, it turns out to be quite cost effective, it moves a lot of people, and has a huge WOW! factor that will be a boon for tourism and the Utah brand.

[Quoted text hidden]

--
Gordon Larsen
Policy Director
Office of the Governor | State of Utah
(801) 538-1503 (o)
(202) 577-6355 (c)

Carlos Braceras <cbraceras@utah.gov>
To: Justin Harding <jharding@utah.gov>
Cc: Gordon Larsen <gordonlarsen@utah.gov>

Tue, Jul 7, 2020 at 10:20 AM

That would be awkward, since UDOT is the decision maker

Carlos

Carlos Braceras | Executive Director
4501 South 2700 West | Salt Lake City, UT 84114
Phone: 801-965-4027 | cbraceras@utah.gov



innovating transportation solutions that strengthen Utah's economy and enhance quality of life.

Zero Fatalities | Optimize Mobility | Preserve Infrastructure

On Tue, Jul 7, 2020 at 9:59 AM Justin Harding <jharding@utah.gov> wrote:
[Quoted text hidden]

Gordon Larsen <gordonlarsen@utah.gov>
To: Carlos Braceras <cbraceras@utah.gov>
Cc: Justin Harding <jharding@utah.gov>

Tue, Jul 7, 2020 at 10:22 AM

Yeah, that's fair. I suppose we can just let you know the Governor's preference.
[Quoted text hidden]

<https://mail.google.com/mail/u/0/?ik=51b57c49d8&view=pt&search=all&permmsgid=thread-1%3A1671574411220680504&siml=msg-1%3A16715744112> 2/3

UDOT_SOC_004095

1/26/2021

State of Utah Mail - Fwd: Little Cottonwood Canyon EIS deadline

--

Gordon Larsen
Policy Director
Office of the Governor | State of Utah
[Quoted text hidden]

<https://mail.google.com/mail/u/0?ik=51b52c49d8&view=pt&search=all&permthid=thread-f%3A1671574411220980504&simpl=msg-f%3A16715744112...> 3/3

UDOT_SOC_004096

COMMENT #: 13323
DATE: 9/3/21 1:06 PM
SOURCE: Email
NAME: Carl Fisher

COMMENT:

Please find prior comments submitted in this process as referenced in our comments and the our prior email.

Thank you,

Carl Fisher
Executive Director
Save Our Canyons

SAVE OUR CANYONS

Compiled by Save Our Canyons for consideration and reference to inform the Draft Statement of Purpose and Need for Little Cottonwood Canyon Environmental Impact Study (EIS). Wasatch Mountain transportation recommendations from 30 years of study and planning.



Wasatch Canyons Master Plan (1989)

- "THE HIGHWAY TRANSPORTATION GOAL OF THE PLAN IS TO REDUCE PRIVATE VEHICULAR TRAFFIC IN THE COTTONWOOD CANYONS DURING PEAK PERIODS. TO ACHIEVE THIS GOAL, MEASURES SHOULD BE IMPLEMENTED TO DISCOURAGE PRIVATE AUTOMOBILE USE AND TO ENCOURAGE USE OF MASS TRANSIT IN THE SHORT TERM. FOR THE LONGER TERM, A MOUNTAIN TRANSPORTATION SYSTEM SHOULD BE DESIGNED AND PURSUED.
- SUCCESS OF THESE MEASURES DEPENDS UPON PUBLIC/PRIVATE SECTOR COOPERATION, INTERGOVERNMENTAL COORDINATION, AND PUBLIC ACCEPTANCE.
- Affected jurisdictions should also pursue measures to enhance mass transit use. Park-and-ride/kiss-and-ride facilities to serve canyon mass transit are clearly needed immediately. This may mean a number of small lots or a centralized, efficient location. The location and sizes of the lot(s) should be based on transit efficiencies and Community acceptance. Salt Lake County should aggressively pursue a solution to this need. Establishment of multiple bus stops within the canyons and a shuttle service geared to dispersed recreation would help alleviate congestion from that use.
- In addition to governmental actions, each ski resort should develop, annually update and monitor a plan for the reduction of private automobiles specifically at that resort. Some resort options for mass transit incentives could have coincidental canyonwide benefits.
- Approval of any additional skiers at one time (SAOT) at a resort would require a resort evaluation and mitigation plan for V projected traffic effects on the existing or future transportation system resulting from the ski use expansion.
- Mass transit systems within the canyons may need to be further publicly subsidized to reduce prices as a further user incentive. In addition, the implementation of these measures will require additional special mass transit busses which are equipped to safely service the canyons.

Sandy City Watershed Management Plan (2002)

3. Join Salt Lake City in developing a Memorandum of Understanding (MOU) with the Utah Department of Transportation (UDOT) to manage and maintain canyon road surfaces with special attention to water quality (surface runoff, salt, and deicing, snow removal, etc.)

Pages 2-27

pg. 2-27, 1, 3.

Salt Lake Countywide Watershed - Water Quality Stewardship Plan

“Encourage UDOT to manage road surface with special attention paid to water quality.” Table 1.3, pg. 1-9 Little Cottonwood Canyon

“The highway transportation goal of the plan is to reduce private vehicular traffic in the Cottonwood Canyons during peak periods. The County should implement measures to achieve this goal, and discourage private automobile use and encourage mass transit.”

“Establishing park and ride facilities to serve Big and Little Cottonwood Canyons should occur immediately.” T 1.4, pg. 1-12

Revised Forest Plan - Wasatch Cache National Forest - Central Wasatch Area (2003)

- “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.” – pgs 4-153 – 4-154
- “Protection of watershed conditions will be a primary factor in managing roads, trails and access. In the Tri-canyon area (Big and Little Cottonwood Canyons and Mill Creek) parking capacities of canyon parking lots (ski areas, summer use homes, developed and dispersed recreation sites) will be not exceed 2000 levels unless modification is needed for watershed protection or to facilitate mass transit. Mass transit will be commonly used during winter, reducing crowding and increasing safety for users of the canyons. The Forest Service will work actively with other parties to explore options for reducing private vehicular use within these Canyons.” – page 4-160
- “The ski resorts in Big and Little Cottonwood Canyons will continue to serve as hubs of year-round outdoor recreation use on both private and public lands within the permit areas. Recreation opportunities offered on public lands within the resort boundaries will be complementary to and compatible with those that are allowed and/or emphasized on surrounding public lands outside the boundaries. Opportunities that build on the unique values of public land are featured over those that are focused on the constructed environment.” pg 4-160
- “New resort developments on National Forest System lands will be confined to the permit boundaries in effect at the time of revision, though small-scale site-specific adjustments could be considered to address important management issues.” -- pg 4-161

Little Cottonwood Canyon Avalanche Study (2006)

<http://arc.lib.montana.edu/snow-science/objects/issw-2006-907-909.pdf>

VI. ALTERNATIVES

There are two very fundamental ways to lower the AHI: change the road and how avalanches affect it, or change traffic characteristics. The graphic below illustrates the strategies evaluated in this study, and how they relate to these two fundamental methods.



There are two ways to change the road: “active” and “passive” measures. Active measures influence how snow is managed by technology and/or people. Active measures analyzed in this study include Gaz-ex exploders; increasing the current artillery program; and using infrasound to improve slide detection. Passive measures are structural changes to the road. They are permanent and as such can have impacts to the built and natural environment in the canyon. Examples of passive measures analyzed in this study include realigning the road to avoid slide paths; construct snow sheds so that snow goes over the road; and build berms to deflect or absorb as much of the slide as possible.

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

VII. RECOMMENDATIONS

Short term recommendations include:

- Additional artillery at Tanner's Flat
- Infrasound detectors
- Improve berms
- Install Gaz-ex at the Hilton slide area
- Implementing an ITS project for park-and-ride management, and for improvements to canyon communication systems
- Explore driveway metering

The intent of this study was to explore, analyze and present long term options. Because the long term solution has so many

possible combinations, relative high costs, and likely high levels of regulatory hurdles, there are no specific long term recommendations. Those should be decided through a more formal process, likely triggered by a NEPA process. Stakeholders in the canyon should pursue funding for a larger NEPA study that will analyze the costs (both in dollars and impacts) and benefits of large infrastructure changes, be that transit, snow sheds, toll road, tunnel, or road realignment.

In the meantime, there are two additional recommendations. First, continue to promote the use of alternatives to the private vehicle. Increased bus service and transit amenities should be encouraged. The added amenities at Snowbird's Creekside Lodge are excellent examples of how the resorts can support transit use.

Second, continue to support the "human element" of canyon operations. SR-210's great safety record is due to the high level of dedication, training, and collaboration of UDOT, S.L. County Sheriff, USFS, and resort snow safety personnel. This public/private partnership has functioned well, albeit with some bumps along the way, for many years. Regardless of future technology, infrastructure, or changes in the way the canyon risks are managed, this human element must be continued.

Cottonwood Canyons Scenic Byways Study (2008)

https://travel.utah.gov/wp-content/uploads/CMP_121608_portable.pdf

Goal: Improve travel conditions on the Byways

Strategy: Use transportation demand management (TDM) strategies to reduce congestion along the Byways, while still providing access to recreation amenities.

Reducing auto trips while still maintaining access to recreation areas along each of the Byways is a central component to the Corridor Management Plan. A suite of strategies should be implemented to improve the options for travel, and manage the overall demand for autos along the Byways. Strategies include providing information to drivers on areas where carpooling can occur, as well as a 'casual carpooler' program available online. Transit service should be expanded, as discussed below, and transit amenities should make travel by bus comfortable and convenient. Outlying parking can be used to promote additional carpooling or transit use at the mouth of each canyon, and school districts should be approached for their interest in shared use parking on weekends. Resorts and businesses should encourage employees to carpool and take transit. The Byways Committee should discuss with resorts the possibility of implementing parking pricing strategies to discourage single occupant driving.

Strategy: Create a year-round transit system as an alternative to driving and parking in the Cottonwood Canyons.

Demand exists now for summer transit service in the Cottonwood Canyons. As the resort areas continue to develop and diversify, parking resources will become more and more limited while demand on the transportation networks will simultaneously increase.

A year-round transit system in both Canyons can provide access both to resort area visitors and recreationists utilizing public lands. An increase in transit service should be accompanied by improvements to transit facilities: better user comfort and aesthetics at transit stops, bus priority infrastructure, increased safety and security, and park-and-ride facilities. Express buses to Cottonwood Canyons destinations from select locations in the Salt Lake Valley should be considered.

Strategy: Create a Parking Management Plan.

A comprehensive year-round Parking Management Plan will address parking issues at both developed and informal activity sites in the Cottonwood Canyons. The goal of the parking management plan should be to improve access to parking while enhancing user safety and protecting natural resources. The parking management plan should address USFS's stated intent of no net parking increases on National Forest System lands, and how additional parking demand generated by canyon activities can be met elsewhere. Components of the parking management plan should include enforcement of existing parking restrictions (particularly along SR-210 and the Alta Bypass Road); official evaluation of currently informal parking areas at trailheads; parking pricing strategies at the resorts; capacity study and possible expansion of park-and-ride lots; and utilization of technology to provide drivers with accurate real-time information about parking resources. Parking Management Plan efforts should be coordinated with the year-round transit system plans to ensure cohesive and sensible connections between parking and transit.

Strategy: Promote and monitor cyclist and pedestrian safety.

The Cottonwood Canyons Scenic Byways should offer safe recreation opportunities for bicyclists and pedestrians in addition to drivers. The Byways are already popular destinations for cyclists, and additional actions can be taken to increase cyclist accommodations. Debris should be cleared from the roadway more frequently, as it poses a hazard to cyclists traveling downhill at high speeds. Interpretive materials for Byway users could provide “share the road” information, such as the local law requiring a three-foot clearance between cyclists and passing cars. Bicycle paths (as opposed to bicycle lanes) should be considered in the Cottonwood Canyons where feasible, to provide cycling opportunities for novice cyclists and others that are uncomfortable riding directly in traffic. Pedestrian safety at high-activity areas should be improved through enhanced crossings and signage for drivers.

Goal: Disseminate important information through a variety of outlets to improve the traveler experience

Strategy: Create a Scenic Byways Visitor/Transit Center.

A visitor/transit center should be established for the Cottonwood Canyons Scenic Byways. The center’s location should be easily accessible to visitors and have adequate space to act as a major transit hub and parking facility. The visitor/transit center should act as a welcoming place and could offer roadway information and regulations, historic background of the Byways, and interpretive guides. The visitor/transit center should provide enhanced transit amenities; ideally, visitors to the Cottonwood Canyons would stop at the visitor center prior to reaching the Byways and opt to utilize transit services instead of driving. The visitor/transit center can also provide information for visitors on wild- life viewing and watershed protection.

Wasatch Canyons Tomorrow (2010)

Transportation Goal Statement: Transportation projects should reduce congestion, improve air quality, and facilitate access and public safety, while maintaining our high-quality recreational experience and protecting the natural environment.

Transportation Recommendations:

1. Expand winter only to year-round transit service in Big and Little Cottonwood Canyons.
2. Continue to look for and promote ways to improve road-cycling safety for both transportation and recreation.
3. Prepare and implement updated road corridor avalanche control plans for Big and Little Cottonwood Canyons.
4. Study feasibility of extending UTA Trax to a transit Hub at the mouth of Big Cottonwood Canyon or Little Cottonwood Canyon to serve shuttles and buses to Millcreek, Big and Little Cottonwood Canyons.
5. Develop Express Bus transit service between Downtown Salt Lake City and Summit County/Park City
6. Conduct a feasibility study of extending a mountain rail line up Little Cottonwood Canyon to Snowbird and Alta.
7. Study the feasibility of alternative transportation for Millcreek Canyon
8. Implement recommendations from the Big and Little Cottonwood Corridor Management Plan (*above mentioned Scenic ByWays Plan*).

Mountain Transportation Study (2012)

The Mountain Transportation Study was intended to bring together a diverse stakeholder group; develop consent on key topics, a deeper understanding of transportation to and within the Cottonwood Canyons, and a range of transportation solutions; and provide recommendations for next steps (see Figure ES-1). This study provides the following recommendations:

- Consider potential short-term transportation projects.
- Utilize a tiered Environmental Impact Statement (EIS) process for the next effort.
- Consider the Federal Transit Administration (FTA) as the lead agency with UTA, USFS, the Federal Highway Administration (FHWA), and potentially other agencies such as the U.S. Environmental Protection Agency (EPA) as joint leads.
- Evaluate regional trips during scoping and purpose and need development.
- As part of the Tier 1 EIS, include additional analyses of land use, watershed, multiple uses, and economic opportunities.

Figure ES-1: Previous, Current and Future Studies



FINDINGS

Data supports the numerous stakeholder comments concerning traffic congestion on peak days during the winter ski season. A model was developed to estimate vehicle trips based largely on skier visits. As skier visits increase, whether due to natural growth or increased share of statewide skier visits, projected traffic is expected to worsen (see Figure ES-4). While modeling was conducted associated with resort skier days, it is also important to recognize that increased vehicle trips might be associated with other year-round recreation uses. For example, there is considerable weekend traffic during the autumn colors.

A key outcome of the technical and stakeholder processes was a framework for a future purpose and need, stated below.

The purpose of the Mountain Transportation project is to:

- Facilitate safe, convenient, attractive, and reliable year-round access to and within the Cottonwood Canyons.
- Increase transit use and decrease impacts associated with automobile use in the canyons.
- Increase the attractiveness of the region and support the tourism and recreation economies by improving connections between the canyons and the population base, the hospitality infrastructure, and the regional transit network in the Salt Lake Valley.
- Plan for future population growth and add to the quality of life of Salt Lake Valley residents.

Solutions will be ecologically, socially, and economically sustainable, i.e., they will meet present needs without compromising the ability of future generations to meet their needs. Specifically, solutions will:

- Support watershed protection and management objectives, and prevent degradation of watershed health and water quality, especially municipal source water areas.
- Support a diversity of recreation uses and maintain high-quality recreation experiences.
- Minimize noise, viewshed, air quality, and wildlife habitat impacts.
- Integrate land use and recreation objectives of the U.S. Forest Service, Salt Lake County, and Salt Lake City, recognizing that land use, transportation, and recreation are interdependent.
- Consider the diversity of recreation uses in the canyons, including cyclists and pedestrians.

Transportation modes—including auto, bus, bus rapid transit (BRT), rail, and aerial transportation—were evaluated based on multiple characteristics: capacity, costs, and speeds. Table ES-1 shows an example of these characteristics for the segment from the mouth of Little Cottonwood Canyon to Alta.

Each mode has benefits and challenges; the ultimate solution will be the subject of future analyses. This study provides a framework for alternative concepts that can be developed in more detail during a future NEPA process—when the purpose and need and logical termini are better understood.

Proposed Action

The Federal Transit Administration, Utah Transit Authority, U.S. Forest Service, and [list other lead agencies] intend to prepare a Tier 1 Environmental Impact Statement for the Mountain Transportation project. The Mountain Transportation project will facilitate safe, convenient, attractive, and reliable year-round transit access to and within the Cottonwood Canyons. The project may include fixed-guideway improvements (such as bus rapid transit, rail, or aerial gondola) to connect the regional UTA transit system in the Salt Lake Valley to the recreation activities in the Cottonwood Canyons, and potentially to the recreation activities in the Park City and Summit County areas. The project will be ecologically, socially, and economically sustainable, i.e., it will meet present needs without compromising the ability of future generations to meet their needs and it will improve, or at a minimum, not degrade the Cottonwood Canyons' natural environment and municipal watersheds.

Mountain Accord Transportation Study Recommendations (2016)

Proposed Scenario for Further Evaluation and Public Discussion

The scenario proposes to manage growth by shifting from more impactful modes (autos) to less impactful modes (transit, walking, biking) and by directing higher levels of use to key recreation nodes that have the facilities to handle higher concentrations of people.

Roadside parking would be formalized in limited areas and restricted in other areas, making room for bike lanes (at least in the uphill direction) and reducing safety and environmental impacts associated with roadside parking.

Recreation nodes would include bus stops and pullouts, restrooms, ADA facilities, cross-walks, and connections to nearby trails.

Comparison of Current Conditions and Proposed Scenario

	Current Conditions	Proposed Scenario
Number of Cars on Peak Days	11,000	8,000
Average Occupancy Rate	1.8 people per car	2.2 people per car
Winter Transit Use	4-5%	20%
Summer Transit	Virtually no summer transit	New service, schedule TBD
Parking Spaces in the Valley	2,900	5,400 to 5,900
Parking Spaces in the Canyons	9,600 formal and informal spaces (There are at least 6,000 formal spaces at ski resorts and most of the remaining parking spaces are informal.)	Parking to be formalized, restricted, and enforced. Number of formal spaces to be determined through NEPA process, but assumed to be much less than 9,600.
Cycling Facilities	Shoulders of varied width	Bike lane in uphill direction

PURPOSE AND PROBLEM STATEMENT

The purpose statement describes what purpose the transportation infrastructure serves and the reason improvements are needed in the Cottonwood canyons. The main purpose of the transportation system in the Cottonwood canyons today is to serve recreation activities (commercial and dispersed) for locals as well as tourists. Residents of the canyons (estimated at fewer than 500) and employees of the ski resorts and other canyon businesses also use the roads. The ski resorts estimate about 2,000 employees travel into the canyons on a peak winter day (out of a total of 20,900 people traveling into Big and Little Cottonwood canyons).

Transportation and canyon stewardship improvements are needed because the growth in recreation use is exceeding the capacity of the current auto-based infrastructure and impacting natural resources.

The proposed purpose for improvements in the Cottonwood canyons is to accommodate and manage growth in recreation uses while minimizing impacts to natural resources and maintaining positive recreation experiences. Safety is also always a critical factor. There are opportunities to improve safety associated with avalanche mitigation, incident/emergency response, and pedestrians/cyclists, among others.

The proposed purpose is based on public feedback, the problems described below and further documented in WSP/PB reports, the Accord, and Mountain Accord System Group reports (Existing Conditions, Idealized Systems). The purpose statement will undergo agency and public review if a NEPA process is initiated.

Salt Lake County Resource Management Plan (2017)

(https://drive.google.com/drive/folders/1Cn80Wzst8eoafn_BqoTBHOPfPm8M6M1e)

Land Use

13.3.2 Management Objective

Land uses on public lands should prioritize resource protection and environmental stewardship over resource development. Salt Lake County supports restrictive land use designations, including Wilderness areas, roadless areas, and wild and scenic rivers.

30.1 Wildlife

- 3 *Context*
- 4 Salt Lake County enjoys a diverse and abundant wildlife population, which contributes to a productive
- 5 natural environment. Wildlife also yield important social and economic resources including recreation
- 6 opportunities such as photography, wildlife observation, and hunting.
- Utah's Wildlife Action Plan considers
- 18 key habitats and provides management strategies to improve the habitat's condition (see pages 73–123).
- 19 Also, the plan considers threats and provides actions to reduce the threats (see pages 124–216).[1]
- **30.2 Desired Future State**
- 14 Salt Lake County desires to maintain healthy native wildlife populations through the protection and
- 15 enhancement of habitat, natural landscapes, and ecosystems in the county.
- 17 **30.3 Management Objectives and Associated Policies**
- 18 **and Guidelines**

20 30.3.1 Management Objective

- 21 Support land management actions that keep native species off the Endangered Species List. Provide for
- 22 sustained diversity of species at the genetic, population, community, and ecosystem levels. Maintain
- 23 communities within their historic range of variation that sustains habitats for viable populations of
- 24 species.

26 Policies and Guidelines

- Support public education programs that promote water conservation, wildfire prevention, and wildlife habitat.
- Support management objective to reduce future fragmentation of intact habitats. Provide connectivity in fragmented habitats and between habitats to promote genetic diversity in wildlife populations.

35 *30.3.2 Management Objective*

36 Support maintenance and improvement of existing aquatic habitats, including riparian and wetland habitat.

39 **Policies and Guidelines:**

- Support efforts and activities supporting watershed health and aquatic habitat as outlined in Salt Lake Counties 2015 Integrated Watershed Plan.[4]

30.3.4 Management Objective

- 15 Coordinate with DNR and the Utah Department of Transportation to reduce wildlife vehicle collisions on Salt Lake County roadways.

18 **Policies and Guidelines**

- Support mitigation projects which aim to mitigate wildlife vehicle collisions.
- Work with the UDWR and the Utah Department of Transportation to minimize adverse wildlife/public interaction

Summit County Resource Management Plan (2017)

(https://drive.google.com/drive/folders/1Cn80Wzsf8eca0o_BqoTBHOPfPm8MoMlc)

- Transportation
Work with the UDWR and the Utah Department of Transportation to minimize adverse wildlife/public interactions;
- Access

TL2: Sustainable Development Patterns - Plan for compact growth, reduced sprawling development, and increased opportunities for people to access services and places of work

TL4: Pedestrian and Bicycle Infrastructure Improvements - Develop infrastructure for alternatives to on-road travel
- Roadways

TL1: Regional Transit Expansion - Explore and expand regional transit options especially from Summit County to/from Salt Lake City and Heber City

TL5: Alternatively Powered Vehicles - Continue to promote alternatively powered vehicles, as well as develop infrastructure to support using these vehicles

Utah Shared Stewardship (2019)

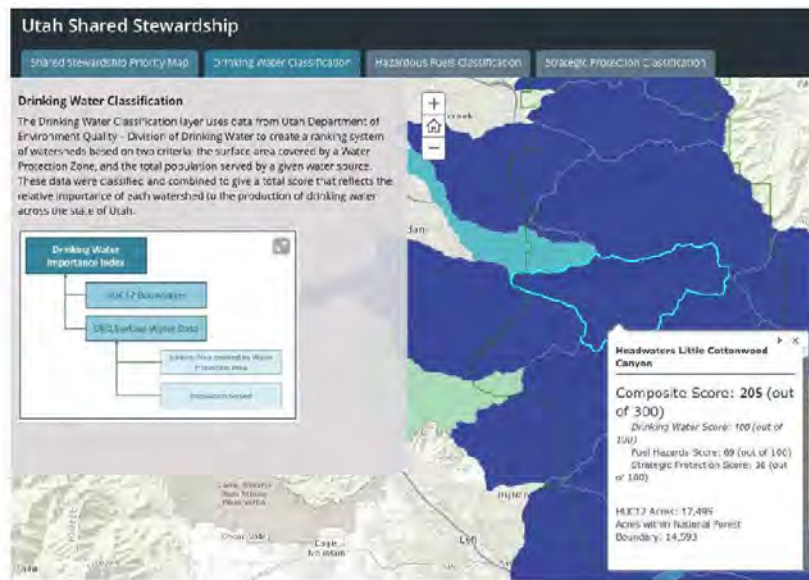
Under the agreement, the State of Utah and Forest Service will focus on landscape-scale forest restoration activities that protect at-risk communities and watersheds. Shared Stewardship responds to the urgent and growing challenges faced by managers and owners of forests in Utah and across the nation, among them catastrophic wildfires, invasive species, drought, and epidemics of forest insects and disease. Of particular concern are longer fire seasons and the increasing size and severity of wildfires, along with the expanding risk to communities, water sources, wildlife habitat, air quality, and the safety of firefighters.

Agreement: <https://www.usda.gov/media/press-releases/2019/05/22/usda-forest-service-and-state-utah-sign-shared-stewardship>

<https://www.fs.fed.us/managing-land/shared-stewardship>

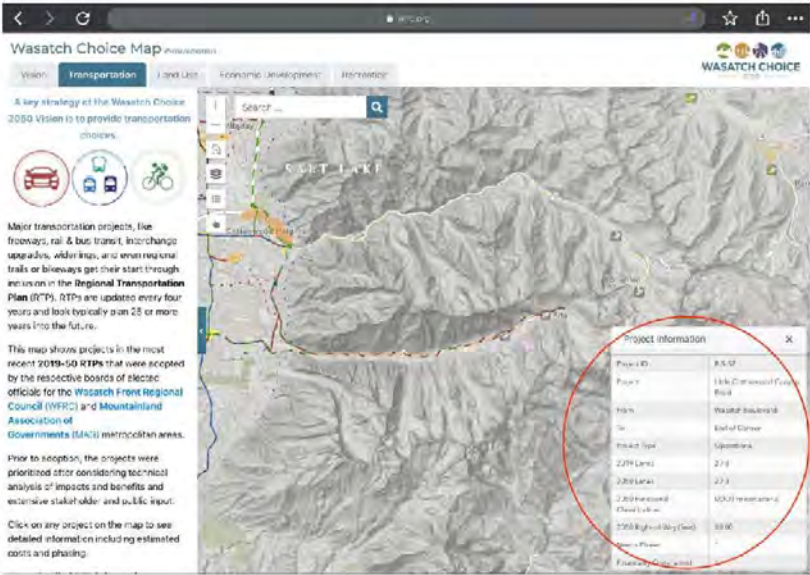
Interactive Map:

<https://utahdnr.maps.arcgis.com/apps/MapSeries/index.html?appid=c28e4ada7c9443a3b3545b9a436f2435>



Wasatch Front Regional Council - Wasatch Choice 2050 (2019)

<https://wfrc.org/wasatch-choice-map/#sideBarClosed=false>



SAVE OUR CANYONS

Sunday, October 18, 2020

Save Our Canyons' CWC Mountain Transportation System Draft Alternative Comments

Thank you for the opportunity to provide input on the Central Wasatch Commission's, Mountain Transportation System (MTS) Draft Alternatives. Our organization, its members, volunteers, supporters and partners are extremely interested in the health, beauty and wildness of the Wasatch. Transportation poses significant threats and impacts to these canyons, as such we look forward to seeing how you address the comments and concerns addressed below.

Regional Scope

We applaud the regional scope and scale which the CWC has looked at these issues. Most notably acknowledging and incorporating ideas for how we might better deliver people to the mouth of the canyons (Millcreek, Big and Little Cottonwood) without their private automobiles, stands to become one of the most substantial and long overdue behavioral shifts of any transportation effort we have participated in in the past 20 years. By helping people get on transit nearer their homes, we address the traffic problems that manifest themselves as you get nearer the three entrances to the canyons at the source.

One oversight in the regional analysis is not only looking at how to get people to and from the canyons for their recreational visits, but looking at how commuters heading perhaps away from the canyons may also benefit from the routes. There is a general deficit in transit in our valley, particularly around busy canyons. Could it also be beneficial to see if an east-side light rail connecting Cottonwood Heights or Sandy to the University of Utah (not to mention an interchange or intermodal hub at the mouth of Parley's) aid in transit connectivity in our canyon approaches and east-side communities.

Our primary concern with the regional scope is that it doesn't prohibit new transportation corridors from being established across our forests and watersheds. A recent study noted we have lost a wilderness the size of Mexico in the past 13 years, the lead researcher telling *The Guardian*, "We found substantial area of intact ecosystems had been lost in just 13 years – nearly two million square kilometres – which is terrifying to think about. Our findings show that human pressure is extending ever further into the last ecologically intact and wilderness areas." Many areas, which the CWC has reduced to transportation corridors, are in fact, ecologically intact areas, some of which are inventoried roadless areas. Given the threats to biodiversity, the

threat of climate change, and staggering growth pressures in our region, these places need more, not less protection.

With that in mind, we believe it imperative, that the CWC design transportation around what needs to be protected, rather than what is the most feasible and cost effective. Failure to do so will result in the damaging trend of damaging ecosystems and biodiversity, which are in fact, the most threatened elements of the Wasatch Mountains. Far more vulnerable than the economies the transportation systems seek to engorge.

Jurisdiction

One of our higher level concerns with the CWC's MTS process is one of jurisdiction. Much of the land in the mountainous area of your study is not in the jurisdiction of the CWC. Transportation may be much more realizable in the urban areas, while the mountainous areas are administered by the USDA Forest Service. Your process may find consensus, it may get bogged down in spats. The question is, how, without full partnership of UDOT (who has their own transportation process) who has jurisdiction of the roads and resigned from the CWC, and the USFS who has effectively walked away from the CWC, can this vision be realized? Can it really be worth more than the paper it is printed on? We hope that it can be, but honestly we have seen far too many good plans, great efforts, wither on the vine. As the saying goes, fooled once shame on you, fooled twice, shame on me. We genuinely seek to collaborate and believe the jurisdictions and stakeholders of the CWC do too, our concern is that those entities appear to want to do it their way... or the highway(skyway), quite literally.

Impacts Measured by "footprint"

We implore the CWC to do more than assess the impacts of the footprint of proposed transportation alternatives. The 2003 Revised USFS Plan for this area predicted the challenges we are now living, "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." Salt Lake County's General Plan for the areas puts it even more bluntly, "The Wasatch Canyons and foothills are under increasing pressure from visitation, development, traffic, and other factors. These areas are in danger of being "loved to death"." It is good that it appears there is consensus that human impact is the most significant impact to many of the environmental values in the Wasatch.

As such, we need to do more than assess the impact of the footprint of transportation and better understand the impact of the visitation the transportation seeks to increase. One of the stated goals of the CWC process is to "Increase use and incentivize transit". Other documents are suggesting increasing use is an "increasing challenge" and being "loved to death". How does the CWC anticipate, meaningfully addressing these significant impacts? Looking at the footprint is assessing the point source pollutants, however, there is much documentation that suggests the non-point source pollution is the most significant, and this is what you are proposing to, knowingly or unknowingly,

increase. You must do more to address and avoid the impacts driven by increasing non-point source pollutants and the ripple effects created by induced and increased visitation. The importance of this issue is not captured in this effort, in any meaningful or quantifiable way.

If our communities don't agree with your metrics, we won't be able to believe and support your outcomes because they will be superficial, at best. We have found it difficult to favor one mode over the other because this analysis is total absent from the decision making process.

Strategies for managing visitation need to be discussed in concert with your alternatives, otherwise we, like Zion National Park did when it moved from auto oriented to a shuttle system, will experience unprecedented resource damage. Don't mistake us, we support moving from an auto based system, but the auto based system is the current control on visitation. If you remove the control, with no discussion of what the new control will be, one can only expect chaos will ensue.

Climate Change

The impacts of climate change need to be considered in a variety of ways. First, understanding the impact that climate change will have on the ecology and health of the forest, watershed and wildlife based on climate models for the area. Second, we need to understand the impacts of climate change in terms of the snow sports and how this might alter behaviors. Will a truncated ski season create more or less skiers? Will the ski season be what it is in 10 - 30 years. Sure, people will still come to the Wasatch, but the behaviors surrounding it might change, or might need to change, based on a variety of factors. Third, we should look at the emissions impacts of various modes, or futures, and reconcile it with the impact to the place. Emissions reductions for example, may not be worth the ecological impact.

Prior Comments

We are attaching our latest round of comments on the UDOT EIS Alternatives Analysis. Many of the issues/concerns we identified in those comments are relevant to the project being considered by the CWC in this MTS. Issues like parking, gondolas, snow sheds, cumulative impacts, are discussed there and warrant your review.

Alternative 1 - Comprehensive Bus

Of all the concepts proposed, we favor this option most for the following reasons:

- It utilizes existing infrastructure, namely roads, that are already in place.
- It doesn't force transfers and mode shifts which are one of the most significant disincentives to using transit.
- You can use combinations of express and local buses, scaled to serve the variations in use, location, season and demand.

- Electric buses can be integrated, reducing emissions, which was at one time a reason to not use buses.
- It is a 'one-size' fits all solution that works for resorts, dispersed recreation, business and canyon residents.

The element of this proposal that we don't support is snow sheds. UDOT's EIS showed that snow sheds only take us from about 10 days of closure to 6 days of closure. These structures are massive intrusions to a glacially carved canyon. It would significantly diminish road cycling experience and just don't fit in our canyons. Further, snow sheds alter the hydrology, hence the erosive and health of the streams in our watersheds.

MTS Draft Alternative 2 (Bus/Gondola)

This is our least favored of all the options. It is the most obtrusive, for sure, yet serves the fewest destinations. It wouldn't effectively serve Big Cottonwood Resorts, either. Not without an even more obtrusive and displacing ski interconnect, which would tear like a hangnail from Little Cottonwood through the heart of the Wasatch onto the condos of Summit County, severing habitat and diminishing the wilds of the Wasatch for the majority of its users, visitors and appreciators. Suffice to say, we loathe the idea of ski interconnects, and this option is a step in the direction of wanton destruction of what is cherished about the Wasatch.

Anyone not so privileged as to ride or afford the gondola (or skiing at a resort for that matter), yet has to look at it, pay for it, live with it, even though there is little, if any, benefit to the broader public, would have to ride the bus. The stench of elitism is strong with this one.

UDOT's gondola proposal resulted in SR-210 being closed for about 20 additional days each winter. It isn't clear if this would also be the case in this CWC alternative. Doing so disenfranchises and alienates the local public, who simply seeks a connection with nature, with the wilds. It further tips the scales for resorts, furthers inequities, diminishes access, places additional pressures on other canyons, and is generally, undesirable.

Finally, the gondola is reliant on a bus shuttle from parking areas to the gondola base. This forces transfers and immediately becomes a disincentive to use, particularly if you are riding a bus from your home where other transfers would be expected. The impact of parking garage at the base should also be a consideration. They will undoubtedly cause massive traffic jams. Further, you will need to have a lot of parking built, even more if there is to be an interconnect serving all 4 (6?) resorts. 5,000 stalls is a lot of parking in that area, it is also about half of what you'd need to address today's problem, because remember, you're also going to need to allow non-resort patrons who take the bus to have parking access to transit.

It is way past time for the gondola idea to be squashed, we request the CWC does it once and for all. As a marketing ploy, it makes sense, but practically, this alternative is

non-sensical, and riddled with flaws. We believe the wild majesty of the Wasatch, which this proposal threatens, is more than draw enough — visitation numbers in comparison to our national parks corroborate that.

MTS Draft Alternative 3 (Bus/Rail)

We believe that a train and personal vehicles is the doomsday scenario for the canyons. However, if a train were to replace the roadway, allowing for roadside recreation and emergency vehicle access and deliveries, it may be worth investigating further. We also are very concerned about how a train would 1) increase development pressures and that land use policies on both private and public land, are not strong enough (and lacking political will) to stand against these pressures and 2) pressures for connecting with a tunnel would enhance these pressures, and create new economic corridors that will jeopardize the wildness and beauty of the Wasatch while further displacing dispersed recreationists and their strong land ethic, in pursuit of money. Canyon communities, for example, can't deal with the impacts of AirBnB issues, existing visitor impacts, let alone what pressures a train could bring.

Parking garages and forced transfers are also an issue with the train as discussed in the gondola section above. However the train option does have better travel times, year round utilization, and the ability to service multiple users.

Cost of ridership is also an important issue as there are numerous issues surrounding equity issues when pursuing these other modes. In the CWC's presentation kicking off the MTS, the panelists representing train and gondola both talked about how much money private entities were making off these systems. We fundamentally disagree with the monetization off of transportation, and believe that an equitable and fair, fare system should be understood.

Conclusion

While we appreciate the information presented about the options, there are many variables missing from this that are connected to the transportation choices before us. Most notably, why types of additional amenities will accompany mode and increased visitation. These include but are not limited to, new homes, condos/hotels, restaurants, trails, trailheads, sanitary facilities, parking, or amusement park type attractions at resorts, to name a few. An aggressive and attainable strategy for protecting lands (private and public) in the area needs to accompany these solutions. Bluntly, it seems like we are being asked to choose a transportation mode without fully understanding real world implications on the Wasatch.

Building on this, not having an Environmental Dashboard to aid in evaluation of impacts and desired ecological conditions of the Wasatch is a real short-coming of the analysis. Again, the choices are being made solely for their economic and visitation benefits and mitigating impacts to our environment, which in many instances, may not be able to be mitigated any further than they have been. The environment of the Wasatch is what is

at risk, not the economy, perhaps we would all be better served to focus on enhancing the environmental characteristics of place and mitigating impacts to the economy. Why can you propose to covert wild places into new transportation corridors, but not look at repurposing existing ski runs, for example, for transit corridors to better protect the environment.

Getting agreement on transportation, requires getting agreement on what the future of the Wasatch should be. Whether it becomes a tourist attraction or maintains a high and wild integrity that prioritizes health of wildlife and other natural qualities, where amenities should be placed and not placed, what should be developed and what should be protected. All land managing jurisdictions need to provide certainty, where today there is a cloud of uncertainty. Actually, it is worse than uncertainty, there is a transportation arms race, an interconnect rush, for the sake of those modes, with little consideration about the actual impacts, or the future they bring. Does building more transportation bring thousand upon thousands of more units of development? You can't simply say "its limited by water" because water will continue to be challenged, just as protection of watersheds is. Just as the right to develop seems to be given more credence than the right to protect wildlife and water quality, values that many Utah's place higher than development. With stakes as high as they are for the Wasatch, we need multiple lines of defense to protect against the growing pressures.

We aren't supportive of any connections between Big Cottonwood, Little Cottonwood and Summit or Wasatch Counties. As a matter of fact, many of our supporters would like reconsideration of decommissioning some of the connections that are currently in existence. Our preferred means of connecting is by foot, hand, bike, ski, etc as has been done for generations. It is an important legacy to protect a legacy shared by first people, pioneers, locals, transplants, tourists, and wildlife, alike.

We hope these comments help you understand our concerns and help to influence your processes by which you arrive at a decision. We hope to continue working with you to address the important issues before us.



Carl Fisher
Executive Director
Save Our Canyons

Little Cottonwood Canyon EIS
c/o HDR
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July 10, 2020

Save Our Canyons' Little Cottonwood Canyon EIS - Alternatives Comments

To whom it may concern;

Save Our Canyons is a member driven non-profit organization based in Salt Lake. We are responding to UDOT's invitation to submit comments on the present alternatives-identification phase of the Little Cottonwood Canyon (LCC) EIS, published in accord with its obligations under the National Environmental Policy Act, 42 U.S.C 2500 et seq. While we recognize that the present NEPA process has advanced to the identification of specific potential alternative transportation improvements for LCC, unavoidably, some of our comments regarding the specific alternatives relate to a fundamental defect in the process that has led to the proposal of the present set of alternatives.

For nearly 50 years, we've worked to protect the wildness and beauty of the Wasatch. Our members and the communities we represent are not only frequent visitors to the Wasatch, we have land owners, businesses, scientists, engineers, students and consultants and lawyers in our ranks. Our members and their health and livelihoods, rely on the water that comes from these canyons. We have been patrons of resorts in the area, but also have regard for the ecology and are advocating for a more sustainable future in the Wasatch. As proposed, UDOT's alternatives directly threaten the Wasatch, our water supply, equitable access, and lay a foundation for further economic exploitation of this vital natural resource. We provide these comments in hope that UDOT will drastically alter its course of the EIS, who's purpose, screening criteria and now alternatives fail the Wasatch, and the community of life which it supports.

So that these comments can be better understood, we will begin by describing what the aforementioned defect is.

Need for comprehensive regional planning

Salt Lake City, together with the many contiguous Wasatch Front communities, has become a large metropolitan area, and it is very quickly becoming a much larger one. Anyone who has traveled to a number of large cities recognizes that one thing shared by those that people most enjoying visiting and living in is an appealing, efficient, and integrated transportation system. The process UDOT is conducting for LCC is not part of the planning of such a system. It is a fragment, disconnected from existing policies, strategies, and broader plans. It is another example of a haphazard pattern of one-off, shortsighted, narrowly focused transportation fixes to recurring localized urgencies—urgencies that occur largely because of the lack of a broader plan, or worse, failure to act upon plans that have been tirelessly worked upon by local communities and

governments (Mountain Accord, Salt Lake County Canyons Transportation Plan, Salt Lake City Watershed Plan, USFS 2003 revised plan, Salt Lake County Canyons General Plan, 1989 Wasatch Canyons Master Plan, etc). The problems with Wasatch Front transportation, especially for the canyons, are interrelated; any plan that is not a comprehensive response to the needs identified through a thorough understanding of these interrelationships is doomed to be largely wasteful and ineffective. That is, wasteful to the taxpayer and ineffective as a transportation system.

While we acknowledge the existence of Regional Transportation Plan which is continually updated by Wasatch Front Regional Council, the specific resource management plans that acutely deal with this unique landscape (like those mentioned in the paragraph above), have not been incorporated into the RTP, which operates at a much coarser scale than the other numerous plans that consider the fate of these canyons. Furthermore, these RTP anticipates the accommodation of growth, ignoring the importance of these watershed canyons. The focal point of this EIS is not an area planned to accommodate additional significant residential or commercial growth. To the contrary, numerous plans, ordinances and strategies point to the objective of significantly curtailing residential and commercial growth and development in order to meet the paramount legal obligations of providing, first and foremost, high quality, low cost, drinking water to the population, and two, to protect and preserve the high quality recreational opportunities that exist throughout these canyons. This process doesn't just ignore these priorities, the agency has outright rejected consideration of these, with prejudice toward increased tourism and economic development goals.

It cannot be overstated how critical the protection of the canyons of the Wasatch Front are to our regional quality of life, economy, and public health. Preserving the character of these canyons to maintain quality of life is another necessary dimension of comprehensive transportation planning. The goal of such planning should not be to efficiently pack as many people as possible into the canyons; it must also recognize that, at the same time people need access to the canyons for quality of life, it is an overabundance of people, and the development they bring and attract, that, left unchecked, will degrade the experience of being in these canyons. Transportation planning therefore must include a determination of the scope and intensity of human uses that can occur in the canyons without substantially harming their character and diminishing their contribution to a high quality of life, affordable pure drinking quality water, or other economically oriented ecosystem services. The alternative to such planning is the path we are on — a path toward an eventual equilibrium in which the impetus to continue improving access into the canyons levels off because the canyons have become places that are less attractive to people. Understanding what level of human use LCC can bear (call it carrying capacity, visitor analysis, or other) should have been a starting point for this project. Without this understanding, UDOT is blindly advancing the canyon toward achievement of this tragic equilibrium.

Amenity Migration

One of the drivers of issues in the region is amenity migration. Amenity migration is most simply defined as growth or relocation of people (seasonally or permanently) driven by the desire to nearer an amenity. In our case locally, this amenity is Utah's iconic public lands, and specifically to this project, the amenity is the Wasatch Mountains. While, it appears that UDOT believes the amenity of note is skiing, particularly resort skiing, as that is what it has erroneously focused its

Figure 1 is a bar chart with a dual Y-axis. The left Y-axis represents the 'Percent of respondents in Activity Frequency Sub-Groups' (0% to 80%). The right Y-axis represents the 'Number of Respondents per activity' (0 to 350). The X-axis lists 18 activities. The legend indicates five frequency sub-groups: 1-4 times (blue), 5-9 times (orange), 10-14 times (grey), 15-20 times (yellow), and More than 20 times (dark blue). A green line with circular markers represents the 'Number of respondents' for each activity.

Activity	1-4 times (%)	5-9 times (%)	10-14 times (%)	15-20 times (%)	More than 20 times (%)	Number of respondents
Walking	8	8	10	15	62	340
Exercising	8	8	10	10	65	330
Disposing trash, compost, pollution	14	10	10	10	53	310
Walking	18	14	10	10	48	300
Relaxing, hanging out	24	20	12	6	53	290
Relaxing / shopping / game / scenery	24	18	10	10	36	280
Viewing / photographing wildlife	30	22	10	10	28	260
Driving for pleasure	40	28	10	10	15	240
Walking pet	14	10	10	10	57	230
Beach taking	28	14	10	10	36	220
Visiting a nature center / wildlife center	4	18	10	10	6	210
Mountain biking	30	22	10	10	34	200
Sliding / bobsled / ice skating / ice	34	20	10	4	4	190
Prodding	64	28	6	2	2	180
Stargazing	46	22	10	10	8	170
Chopping in / downed tree	36	14	10	2	2	160
Rapid cycling	22	18	10	10	30	150
Cross-country skiing	40	28	10	4	16	140

Figure 1 is a bar chart with a secondary line graph. The x-axis lists 15 activities: Backcountry skiing, Backpacking, Primitive camping (backwoods), Rock climbing, Staying in tents and cabins, Nature study, Pickling and/or foraging, Fishing, Non-motorized water travel, Picking mushrooms, Gathering forest goods, Riding ATV / SUV, Snowmobiling, Backcountry cross-country, Ice climbing, Hunting, Trail running, and Horseback riding. The left y-axis represents the 'Percent of Respondents in Activity Frequency Sub-Groups' from 0% to 90%. The right y-axis represents the 'Number of Respondents Per Activity' from 0 to 350. The legend indicates five frequency groups: 1-4 times (blue), 5-9 times (orange), 10-14 times (grey), 15-20 times (yellow), and More than 20 times (dark blue). A green line represents the 'Number of respondents' per activity.

Activity	1-4 times (%)	5-9 times (%)	10-14 times (%)	15-20 times (%)	More than 20 times (%)	Number of respondents
Backcountry skiing	25	15	10	5	3	120
Backpacking	70	18	8	2	2	115
Primitive camping (backwoods)	68	20	5	2	2	115
Rock climbing	45	15	10	5	2	115
Staying in tents and cabins	75	10	5	2	2	105
Nature study	50	20	12	8	3	95
Pickling and/or foraging	65	22	10	5	3	95
Fishing	55	20	12	5	3	85
Non-motorized water travel	58	18	8	5	2	85
Picking mushrooms	45	20	10	5	3	85
Gathering forest goods	75	25	5	2	2	75
Riding ATV / SUV	48	10	10	12	5	75
Snowmobiling	78	15	5	2	2	75
Backcountry cross-country	40	25	10	5	2	75
Ice climbing	45	28	5	2	2	75
Hunting	82	5	5	2	2	65
Trail running	12	5	5	5	5	65
Horseback riding	60	5	5	2	2	65

EIS on. However, comprehensive analysis done on the region suggest that 70% of visitation to these environments are to dispersed recreation sites.

The above charts, taken from a 2015 Utah State recreation survey of the Central Wasatch (Burr, Lamborn), help to give a sample of the amenities visitors to the region are seeking. More comprehensive and seasonal analysis can be found in the quarterly reports on the project site: <https://extension.usu.edu/fort/research/cw-visitor-use-study>

Amenity migration is one of several factors compounding issues in our canyons. That said, how we grow, and how we move people around - *to* and *within* these canyons - is of critical importance as these environments are geographically restricted, have critical ecosystem functionality, and cannot accommodate infinite growth, and certainly cannot accommodate more cars. This is reinforced in numerous plans by the USFS, Salt Lake County and Salt Lake City, where they have all called for no more parking in these canyons, as strategy UDOT has been derelict in curtailing by failing to enforce road side parking prohibitions.

Providing transit service, accompanied by visitor management strategies to adhere to capacities, is one way to ensure we better accommodate visitation and usage, but not allowing those visitors to use a car (or at very least not a car with empty seats in conjunction with improved transit) to get to destinations could reduce the impact wild lands in the Wasatch.

We are not suggesting you stop amenity migration, rather do more to understand your role in managing, partnering with others who are responsible for managing visitation, and understanding the impact this trend has on the amenity of relevance: the Wasatch Mountains and their critical watersheds.

Economic Development and "Purpose and Need"

For over 30 years, local communities have demanded improved mass transit into our canyons, yielding a car-less experience in these vital watershed canyons. Removing cars improves both the natural and human environments, by ensuring more natural areas aren't converted into places that need to host cars (ie. Parking lots), thereby degrading water quality. While the air quality impacts of private vehicles are secondary or even a tertiary benefit of reducing car, reducing vehicle miles traveled in the region, given our non-attainment status as identified by the EPA, would certainly be a benefit. These sentiments have been captured most recently, in comments to this very EIS, by the Central Wasatch Commission who's board represents jurisdictions that are impacted by decisions in this EIS, in the Mountain Accord and its supporting documents, as well as in numerous land and resource management plans. Not one of those plans has called for accommodation of more visitation and vehicular traffic - which is an outcome of this process. In fact, many of these plans have called for innovative strategies to aid in the significant reduction of vehicles, parking, infrastructure in these areas. While this project states it will help UDOT meet its goals for SR 210 (which we question whether it actually will), it comes at great expense to legal obligations of other land and water managers, alienates non-resort users from benefiting from transit access, and acutely threatens the wild and scenic attributes of an iconic a glacially carved canyon for the benefit of private resorts. While the benefits of these alternatives are significantly lacking, one thing is clear, stewardship and management of these canyons is not a value UDOT holds for the region. Further, they show little if any care for the obligations, goals

and resources of other governments. The values driving this process are economic development as stated in the legislation that authorized funding for this process.

There has been much concern about the underlying purpose of this project being solely for economic development. When the process started, it was attempting to look at the canyon and as the Alternatives Report clearly states, the purpose is to “substantially improve transportation related safety, reliability, and mobility on SR 210 from Fort Union Blvd through the Town of Alta, for all users on SR 210.” The Wasatch has four-seasons of many different uses, and to benefit all users on SR 210, which is the main access point for all users, UDOT must look at all seasons. However, as the process has progressed, UDOT has arbitrarily winnowed the broader and connected scopes to look only at winter months, and more, only looking at the top of the canyon, alienating “all users” in deference to economic development opportunities for two businesses in the canyons, notably, Snowbird and Alta ski areas.

In 2017, the Utah Legislature passed SB 277, which was eventually signed by Gov. Herbert. This bill stated,

“... proceeds from the issuance of bonds shall be provided to the Department of Transportation to pay all or part of the costs of the following state highway construction or reconstruction projects:

(b) \$100,000,000 to be used by the Department of Transportation for transportation improvements as prioritized by the Transportation Commission for projects that:

- (i) have a **significant economic development impact** associated with recreation and tourism within the state; and
- (ii) address significant needs for congestion mitigation.”

While, prioritizing only one area of the economic contributions to the area, being resort-based visitation and recreation, UDOT has completely ignored several other economic factors. If you are going to incorporate economic indicators in your decision making process, you should not pick and choose, rather be comprehensive in your analysis. Most notably excluded, quality of life considerations for the many uses in the Wasatch Mountains, impacts to water quality via induced visitation that will be passed on to downstream users to clean up, and the impacts to non-resort based recreation that comprises the majority of visitation to these areas. Not only is UDOT ignoring these impacts, they go a step further and advocate for inducing demand being a benefit of one alternative.

At a June 16, 2020 meeting with our organization and UDOT representatives, it was reported that “one benefit of the gondola would be that it could serve as a tourist attraction and generate additional revenue.” This was again stated at the public meeting hosted by UDOT at approximately 7:18pm on June 23, 2020. It is highly inappropriate for the agency tasked with objective analysis pursuant to the National Environmental Policy Act (NEPA) to advocate for benefits unrelated to its chosen purpose and need. It is unrelated to the purpose and need, unrelated to the selected screening criteria, and demonstrates that UDOT is not an objective arbiter in the NEPA process for which it has been granted authority to conduct on behalf of the broader public.

Several sites of importance to our water drinking and recreating communities will be immediately and negatively impacted by these alternatives and their associated infrastructure.

Recreation spending on backcountry skiing, hunting and fishing, climbing/bouldering, hiking, mountaineering and other nature based activities are not only, not a consideration, but will be displaced. Further, every alternative forwarded to date, will result in the condemnation of property, and not for public benefit, but for the benefit of two private resorts.

As mentioned earlier, in 2015, Save Our Canyons in partnership with the USFS, Salt Lake City and Utah State University conducted a survey of visitors to the Wasatch Mountains. In it we found that about 70% of visits are to dispersed sites (trailheads, crags, boulders, backcountry ski areas, picnicking, non-resort recreation), while only 30% are to the resorts. Local spending was estimated to generate \$385.87 Million locally. Gear based spending for individuals in the area is between \$600 and \$1,500 annually. Displacement of the activities by the alternatives could significantly affect this spending, damaging our local economy.

You can find a comprehensive list of the six relevant reports on the USU website: <https://extension.usu.edu/ior/research/cw-visitor-use-study>. We believe your project could glean critical information, not only pertaining to the economic importance, which is clearly of the state's highest consideration and primary interest, but to the values, uses and management strategies relevant to the project area.

Alternatives Commentary

UDOT has determined that it will carry three alternatives forward to detailed analysis in a DEIS. For efficiency these can be characterized as 1) enhanced bus w/o road widening, 2) enhanced bus with road widening, and 3) gondola. In this section we will provide comments and ask questions about the various elements of the alternatives.

Our overarching concern is that evaluation of simply running more buses without associated infrastructure (lane/shoulder widening, snowsheds, and/or berms) should be included as an alternative. This shouldn't be considered solely as an option within the canyons, but also included on the approaches to these canyons, intersecting with existing or planned canyon transit routes. We believe the best transportation improvement to implement now, especially given that UDOT is proceeding in the absence of a comprehensive regional transportation plan, is one that would improve on the present while having a comparatively modest price tag, causing little environmental impact, and being the least prejudicial to future choices. The alternative that clearly best possesses these qualities, and that distinguishes it from the other bus alternative, is enhanced bus service, without any widening of LCC highway or unnecessary avalanche sheds (more on this later).

Giving people the opportunity to get to canyon destinations (resorts, trailheads, etc), without vehicles in the first place, could yield the single greatest benefit to the roadway, the watershed and the canyon in general. With improved transit service being the clear opportunity to address regional transportation issues, it begs the question - why is a highway entity (UDOT) conducting transit analysis, which could be done by a transit entity like the Federal Transit Agency (FTA) in partnership with UTA & UDOT. As raised in earlier comments on scoping, purpose and needs, and screening criteria (all of which are incorporated by reference) we question UDOT's authority

granted by the US DOT, which is specifically tied to roadway improvements, and explicitly states UDOT does not have authority to do transit analysis.

Simply put, running more buses is a modest solution that clearly can be made to achieve a significant improvement. Even if it were eventually to be seen as not fully adequate, there is considerable value in achieving an improvement even for just a portion of the present 30-year planning horizon. Costs will have been saved (even if only through deferral), and future LCC planning efforts will benefit from consideration of then existing circumstances—and maybe even of a true regional transportation plan.

Mobility Hubs

The most critical element shared by all alternatives is the reliance on “mobility hubs.” The obvious problem that these create, especially if they are fully utilized, is that they interrupt progress up the canyon, they are highly concentrated, intermediate nodes that are cumbersome and time consuming for travelers to negotiate, and they create their own congestion problems. If improvements in LCC were part of a sensible, comprehensive transportation plan, canyon visitors would migrate from many small, easily reached and negotiated nodes throughout the Salt Lake Valley.

There are also human factors that suggest that these two concentrated nodes will not function as planned. As travelers in personal vehicles approach these nodes, assuming they are willing to consider transferring to a bus (or bus plus gondola), they will frequently be put to a decision about what is optimal for them. Their uncertainty will be because they don't know if they will find parking, and, even if some technology is in place to tell them parking is not full, they still don't have a good idea of how long the transition will require, given the remaining uncertainties about the time needed to find an open stall, its distance from the bus pick up area, and whether they're going to just miss a bus and have to wait the full interval to the next one. While skipping transit and continuing up the canyon brings the potential for its own delays, travelers know that, delays being equal, driving will be faster. In the absence of reliable information indicating one mode will delay their progress more than the other, they will tend to see the risk as equal. This will naturally tip the balance toward driving, generally the faster mode of transportation. In other words, what will go through travelers' minds is, “I don't know that one will delay me more than the other, so I'm going to choose the mode that's generally faster and requiring significantly less transfers.”

Of course, the bigger the difference in inherent travel times between the two choices, the greater the inducement to resolve uncertainty in favor of driving. We would therefore expect this to be a very large factor, if the alternative to driving is a gondola, given that is projected to take a whopping 63 minutes.

Further compounding the ineffectiveness of the mobility hub, which again are the cornerstone of the alternatives is location and shared use by visitors to other canyons. The larger, and arguably the most critical hub resides adjacent the mouth of Big Cottonwood Canyon. This hub, would naturally be used by those organizing carpools, visiting resorts, destinations in other canyons. One could estimate that easily 50% of the spaces would be utilized by vehicles (and thereby visitors) not utilizing one of the modes (gondola or bus) being analyzed in the EIS, unless UDOT

is somehow planning to restrict this publicly funded garage for use by resort patrons going to Snowbird and Alta only. This would further reduce the effectiveness of getting people on transit as these hubs are necessary for any of the alternatives to be successful, since request to look at improving the frequency and volumes of transit access to the mouths of these canyons (Big Cottonwood and Little Cottonwood) have been repeatedly deemed out of scope.

Simply put, in the absence of a system that delivers people to the mobility hubs without cars, the alternatives' effectiveness have a fatal flaw, which is constrained by parking, which as proposed (or even as proposed by other gondola proposals), will force more vehicular traffic on the roadways, thereby failing to address the purpose and need of the EIS. This is in part, why we have suggested repeatedly throughout the process, to make transportation effective in these canyons, we need to do more to remove cars destined for these canyons, well before they reach the canyons. It is also, why the scope and focus on Wasatch Blvd and SR210 is a disservice to the region, and thereby this project for it fails to address the inter-related nature of the canyons, their visitors, and how people utilize the region.

Trailhead Parking Expansion

The 2003 USFS Revised Forest Plan clearly states:

"Protection of watershed conditions will be a primary factor in managing roads, trails and access. In the Tri-canyon area (Big and Little Cottonwood Canyons and Mill Creek) parking capacities of canyon parking lots (ski areas, summer use homes, developed and dispersed recreation sites) will be not exceed [year] 2000 levels unless modification is needed for watershed protection or to facilitate mass transit. Mass transit will be commonly used during winter, reducing crowding and increasing safety for users of the canyons. The Forest Service will work actively with other parties to explore options for reducing private vehicular use within these Canyons."

UDOT has interpreted this to mean, apparently, that if they close down road side parking, that was happening prior to the year 2000, they can replace these stalls in formalized parking lots. Several issues exist with this logic and approach. As the paragraph from the Forest Plan states the reason and rationale for no more parking is because of watershed conditions. There is a direct impact on watershed from increasing impervious surfaces, thus the prohibition on parking is really about reducing the amount of impervious surfaces, alteration of hydrology, and introduction of pollutants to our water supply. Limiting parking is also a strategy to limit visitation in adherence to the infrastructure available at sites throughout the canyon. Bathrooms, for instance have a capacity. UDOT's failure and refusal to restrict parking on its roads has created unsanitary conditions, created threats to our water supply, created stressors on funding streams to other agencies, notably the USFS and Salt Lake City, who have had to allocate additional dollars to keep up with the overflowing visitation and unsafe condition UDOT has allowed to happen along its highways — in direct conflict with the Forest Plan. Attempting to accomplish your goals at the expense of other policies and strategies of protecting water quality is abominable and this EIS is not and should not be the forum for forcing a revision to the forest plan which arguably has higher importance and a focus on water quality. Transportation and parking should be a tool to meet other goals for this landscape, not a hostile initiative that comes at the expense of other strategies, which the state continually tries to undermine (through this and other efforts).

Further, the Forest Plan pertains only to the public lands managed and administered by the US Forest Service as disclosed in the plan. If roadside parking was such an issue for UDOT, it could have been addressed years ago at the discretion of UDOT by simply signing and enforcing closures to protect its infrastructure and increase safety - as noted in response to previous comments in the screening report. That said, if it couldn't take such measures, it would be because the roadway easements are not perfected, that is to say, still under the authority of the USFS. If this is the case, it would seem that this entire EIS is null and void as UDOT does not have the authority to conduct an EIS on USFS lands. This begs the question central to this entire process - who's authority does the land within UDOT's project area reside with? The USFS, UDOT, Salt Lake City, other? Is it a combination? The public deserves to understand and UDOT as the proponent, has an obligation to disclose this information to the public. It has come to our attention that commensurate with this EIS, UDOT is going through the process of perfecting some of its easements within the project area, which begs the question, if the easements are not perfected, why is the agency leading something for which it has no jurisdiction? We request clarification and transparency on these issues.

It is clear that strategies to deal with trailhead parking, capacity, access and amenities need to be revisited. This shortsighted EIS focused on the roadway, and only during the ski season, not the resource, is not an appropriate forum for this conversation. If the jurisdictions of relevance disagree, reasoning and rationale for doing an end-run on the Forest Plan need to be furnished to the public. This EIS is not a resource management planning effort, though it attempts to undertake actions that undo strategies that have been working, with the caveat that the weaknesses of the strategy lie solely with the discretion of UDOT (allowing roadside parking and overwhelming planned trailhead capacities).

Snowsheds & Berms

Included in both enhanced bus alternatives is construction of avalanche shelters, so apparently UDOT sees them as essential for any surface transportation solution. However, even a slightly careful parsing of the data UDOT presents related to avalanches cast doubt on this judgment. In particular, the data setting forth days with avalanche-related closures and hours of closure do not very well reflect the fact that the vast majority of those closure periods are for planned closures, very largely occurring at hours of the day when there is relatively little demand for the highway. What a more careful look at the data reveals is that shelters' actual efficacy, in terms of providing additional hours the highway is open to serve significant demand, is quite low. This means, given the cost of these structures, that, over the planning time horizon, the additional high-value hours the highway is open will each cost tens of thousands of dollars.

The data presented in the EIS suggests that the benefit of the avalanche sheds takes us from an average of 10 days of closure, to between 4 and 6 days of closure. This is a massive impact on the geologic magnificence, hydrology, water quality, wildlife, the glacial carving of these canyon, to name a few, for a minuscule benefit. While we understand the resorts are concerned about the economic impact of avalanches to their businesses, this condition was in existence and part of the reality of operating in these environments (not to mention the very nature of their businesses). The impact to the canyon far outweighs and benefit, and it might be a more fiscally responsible

Common Alternative Components - Click on each tab below.

Wetland Avoidance & Minimization | **Avalanche Mitigation** | Thermodynamic & Resource Analysis | Typical Unavoidable Impacts

Avalanche Mitigation Alternatives Canyon Closures AHI Alternatives Screen **Level 1 Screening**

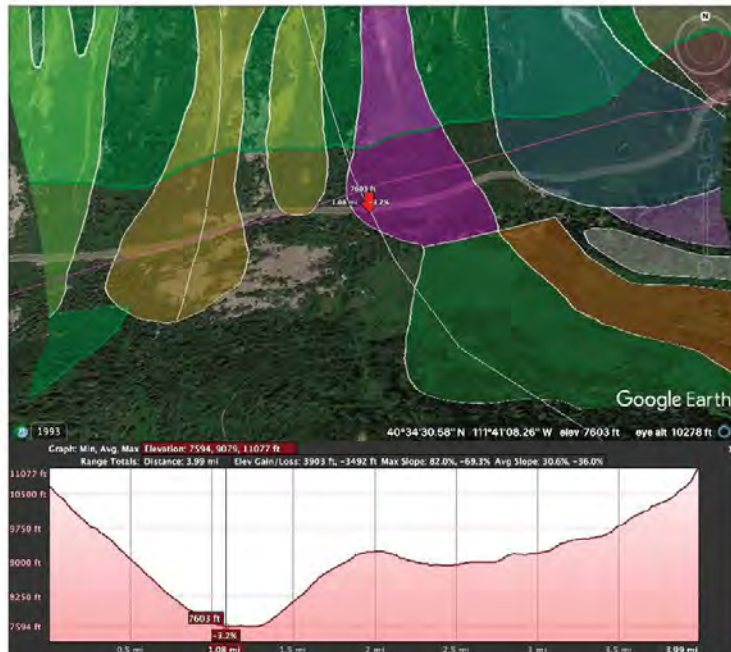
Level 1 Screening Results Table

Concept	Traffic (vehicles/day)	AHI	Average Days of Closures	Average Hours of Closures	Estimated Cost (2018 dollars)
Current avalanche mitigation strategies - 2018 traffic volumes	8,200	90	10.4	56.3	Not applicable
Current avalanche mitigation strategies - 2050 traffic volumes	11,300	96	10.5 to 21	56 to 108+	>\$50 million
Snow shed with 2050 traffic volumes	11,500	90	4 to 6	2 to 11	\$10-\$90 million
Gondola with 2050 traffic volumes	1,000+	37	10.5 to 21	56 to 108+	\$110-\$345 million

option to compensate them (or patrons) for inability to access these areas due to too much snow, rather than destroy a canyon to get a few more days of skiing.

Further, these snowsheds will need to be massive in order to propel the avalanches across the highway. The location of the roadway is near the foot/fan of these avalanche paths. A compounding factor is that the glacial "U" shaped nature of Little Cottonwood Canyon, means the areas in the canyon where you are looking to place the avalanche sheds, flatten out as they approach the stream. According to Mears and Wilbur, avalanche sheds require calculation of "design avalanche velocity, impact pressure and flowing height be calculated in advance." A cross-section of the canyon (below), helps to demonstrate this, with the arrow located on the roadway. It seems based on our research and experience dealing with avalanches, this type of mitigation is most appropriate where the avalanche has a high velocity, but because of the terrain and the canyon steepness, the avalanches have began to lose velocity, as noted by the fan shape that occurs near the roadway.

Our concern here is that the structure will need to be massive in order to ensure the fate that hit the snowshed on Red Mountain Pass in Colorado, where an avalanche filled the snowshed and took weeks to excavate, could be a more frequent occurrence here if the shape of the canyon isn't significantly altered. Because of the location of the shed in the depositional state of the avalanche, it will also require frequent maintenance to ensure it is effect in keeping snow moving, rather than creating a massive snow bridge. You can see most sheds exist much higher in the velocity zone of the avalanche, not the fan. Some information on the Red Mountain Pass avalanche shed failure can be viewed here: <https://durangoherald.com/articles/267167>



While the 56 hours of closure might sound significant, it is important to temper this with an understanding of when these hours coincide with visitation. Many closures take place overnight when the canyon sees little, if any, traffic. To better understand the cost benefit analysis, we should be better informed as to how the closures intersect with the 30th busiest hour — which is the focal point of this EIS.

SR 210 Additional Lane/Shoulder widening

Widening the roadway is merely a proposal to increase vehicular capacity. As we've mentioned, and will mention, all of the alternatives will most likely induce more cars. The demand for these places, far outpaces the capacity of the canyon, or the amenities to serve the visitors. At this point, UDOT should realize that additional lanes don't solve traffic problems, they just add more cars into the problem, further degrading air quality.

If we were to have a project, that proposed legitimate transportation alternatives that reduced the number of vehicles by 50% and doubled vehicular occupancy, we'd not only make headway on solving canyon visitation issues, but would improve upon environmental conditions and meet UDOT's safety goals. Sadly, UDOT believes these types of alternatives are out of scope and have ruled out legitimate transit solutions. We can change behaviors surrounding canyon access, rather

than changing the nature of these canyons, if only UDOT would listen and engage with entities who want to help you meet your goals in a less intensive and invasive manner.

Gondola

The problems with the gondola, and the data supporting it, are many.

Its most obvious problem is fundamental, as a form of transportation — it takes too long to get where it's going. By itself, this creates a large imbalance in the most basic element of the motivational system driving canyon visitors' choices of transportation. Accordingly, it would require development of a variety of strong, perhaps even rather draconian, motivational offsets to drive people to use it instead of driving private vehicles. But the time required for travel is not the only off-putting aspect of the gondola; it also requires an additional transfer between two modes of transport. This requires some effort on the part of travelers, and also serves as kind of a psychological burden to them distinct from the additional time and effort this transfer adds to the journey.

Numerous transit studies, that one wouldn't expect a highway building company to trouble itself with understanding, identify the Achilles heel of transit systems are the number of transfers/mode shifts a system introduces. This proposal forces three: car to bus, bus to gondola, gondola to destination. Not only is this a huge disincentive to use, but it also by design, eliminates the likelihood that connecting modes of transit would be used to get to the mobility hub (or even the gondola base, were it an option) as the acceptable number of transfers is exhausted by the complicated system. With a system that by UDOT's own admission (not to mention the desires of the Utah Legislature and Governor) being built primarily for tourists and economic development, patrons will be forced to not only move themselves and their gear, but assist the young and the elderly in moving themselves and their gear making transfers even more arduous.

A basic goal of all the forms of transportation UDOT has assessed is reducing private vehicle use. The data supporting the reduction achieved by constructing a gondola is either in error or grossly misleading. Table 3-4 in the Alternative Screening Report claims that, with the gondola, vehicle use will be "1,000+" per day at year 2050, down from 8,200 at year 2018 and 11,300 at year 2050 with no gondola. The only way the numbers can support this reduction is by attributing projected maximum occupancy of the gondola, or something very close to it, for 24 hours per day! If this calculation fairly considered reality — that there are peak travel hours throughout the day (these peaks supported by UDOT's own data) — the result would obviously be that many times that number of vehicles would take the highway every day. When asked in our June 16, 2020 meeting with UDOT if the gondola capacity would ever increase beyond the approximate 1,000 people per hour (30 cabins) the agency responded they would not ever anticipate needing more capacity for the gondola. The peak travel hours are between approximately 8am and 11am (east bound), and in the afternoon between 2:30pm and 5:30pm. In each of these three hour windows, the gondola would transport approximately 3,000 people and the roadway would need to hold the remaining 15,000 - 19,000 people, according to UDOT's forecasted demand of 22,000. Massive roadway failures would still exist in the gondola scenario.

As the figure above in the snowshed section shows, road closures will increase in the gondola scenario from the 10.4 days we would expect to potentially 21 days. As pointed out in the prior

paragraph, the roadway will still play a critical role in transporting at least 15,000 people. In what world is this proposal an improvement to conditions? It boggles the mind that this was allowed through what appears to be a politically motivated screen, that is riddled with holes and defies any and all logic.

Visual impacts of the gondola would be incredibly destructive to the canyon. One of the most stunning and significant features of Little Cottonwood Canyon is that it is a unique, glacially carved canyon. The gondola would be a blight on the landscape and the unique geologic character of the canyon which is appreciated by local communities and various recreationists. The visual impact to the beneficiaries of the gondola (Snowbird and Alta) are far less than to the other users and communities who see no benefit, but are going to have to bear the burdens of the system from environmental, visual, noise, monetary, and physical displacement standpoints.

What more is that the towers, load/unloading and angle stations for the gondola clearly go outside the defined project area of the roadway and undisclosed roadway easements. This should not only trigger more USFS involvement, but possibly other entities who have legal obligations for values higher than roadway travel (i.e. watershed, wildlife, resources management). Numerous comments to expand the scope beyond the roadway were rejected by UDOT, as such they should be held to the same standard to only propose alternatives that reside within the project area they defined.

Even more distressing than the apparent disingenuous data supporting gondola construction is that there clearly appears to be, in effect, an undisclosed element of the purpose and need for the LCC project that UDOT considered completely outside of the NEPA process. In a video conference hosted by UDOT that I attended, UDOT stated that a factor UDOT viewed as favorable to the gondola but not mentioned in the Screening Report is that, in addition to providing needed transportation, the gondola would also serve as a tourist attraction. The precise words conveyed clearly to me that the UDOT representative speaking meant that the gondola's caché for tourism was a factor separate from its role in addressing existing transportation problems, it was not brought up in any context that suggested that the gondola's novelty would be reasonably relevant to the goals spelled out for the project. While it was disappointing to learn that UDOT had introduced a previously unidentified factor in its decision making, it also makes sense that there would be some unstated factor in favor of the gondola, because its liabilities are so substantial that it is otherwise something of a mystery how it survived to advance to detailed consideration in the DEIS.

Many others participated in that same video meeting and heard this statement and understood it just as I did. It is also my understanding that this was hardly the only occasion on which UDOT has acknowledged that it viewed the gondola's attraction to tourists as an additional favorable attribute.

Be clear: there are no "extra" or informal factors that play any role in the identification of alternatives in a NEPA process; they all must be disclosed and subjected to scrutiny within the NEPA process. What occurred in UDOT's selection of alternatives for LCC represents a corruption of this process, and it cannot easily be explained away and it will not be easily cured.

Climate Analysis

Numerous studies for this region suggest the Wasatch will become hotter and dryer as human caused climate change wreaks havoc on our already arid region. Less precipitation will fall as snow, and more of it will fall as rain. We are already experiencing this as we see rain falling at the base of ski areas during the winter months. Despite this well documented trend, UDOT seems to conclude in its avalanche closure forecast that if we do nothing, avalanche closures will increase beyond today's average, rather than decreasing as the climate trends suggest.

Canyon closures and the policies surrounding them, are not driven by climate, rather operational decisions by UDOT. The climate memo included as part of this EIS makes no conclusive nexus between climate and storms, and therefore the assumption that canyon closures will increase is inconclusive, suggesting the assumption of increasing the average days of closure is a hollow attempt to justify alternatives, in the absence of sound science. Given the research on drying, desertification of our region, and the fact that larger storms are known to be a function of lake effect (from lakes that are shrinking), one would conclude, avalanche closures would perhaps trend toward a 50% reduction with no mitigation, rather than the stated 200% increase in closures.

Given the important ecosystem services that these canyons provide, and the compounding pressures of climate change on water resources. A more thorough understanding of the impacts climate will have on this region must be contemplated as these dynamic conditions may result in significant changes not only to the environments, but to the roadway and UDOT's activities within the planning horizon. Note the recent landslide events taking place in the summer due to the over saturation of soils from major precipitation events as well, caused in part due to the instabilities caused by cut/fill slopes, which your project seek to expand. Climate change poses numerous and nuanced vulnerabilities and threats to these watersheds.

Reasonably Foreseeable Cumulative Impacts Analysis

There are a number of factors associated with this EIS that must be analyzed. A rudimentary NEPA example is that of a FS improving a road for a timber sale. Simply analyzing the roadway, without also understanding the impacts of the timber sale would be a failure to consider cumulative impacts associated with the roadway improvements. For this project, UDOT is proposing to improve the roadway for the purposes of inducing visitation to arguably one of the state's most precious watersheds. Both federal land managers and local watershed managers tasked with stewarding this resources acknowledge that increased visitation and the associated amenities needed to mitigate impacts to the watershed are the #1 threats to this area. As such, it would be an error to not assess the impact on additional visitation on our watersheds that would result from the alternatives. In order to do this, UDOT must first understand the thresholds for this canyon, and potentially for other canyons. This should be done in concert with the resource managers who are inevitably going to have to manage the herds UDOT and the ski industry induce to these watersheds.

Additionally, as it pertains to the gondola proposal, UDOT must look at the impacts of a full interconnect as it is embarking on building a phase in realizing "Utah's Interconnected Ski Industry" as laid out in SCR 10 - Concurrent Resolution Supporting Utah's Interconnected Ski and Snowboard Industry. This has an effective date of 3/16/2012. It is within this resolution that

the state “urges meaningful and balanced public involvement, in any associated planning and decision making processes regarding resort interconnections’ and supports a comprehensive set of solutions to transportation problems in the Wasatch Mountains, including short and long term alternatives.” The President of the Senate, and same person who co-sponsored the bill authorizing funding for this process (SB277), Sen. Wayne Niederhauser, was the sponsor of this bill. The State of Utah, being the primary instigator of the Little Cottonwood EIS, who also demonstrated its motives to be an interconnected ski industry with SCR10, means that the driver and reasonably foreseeable outcome from this EIS is to construct phase one of this vision and therefore the impacts of the entire interconnect should be evaluated as part of this EIS. This motivation has been hidden from public view and needs to be brought into the process so that they can better understand the impacts to their watershed, public lands, and recreational pursuits, all of which are at the core of the quality of life we enjoy.

New information on the project site

Throughout the comment period, new and refined information has been showing up on the project site. It has made it very difficult to respond to the volumes of information, let alone having new information popping up during a comment period. Further, some people have commented and may not have seen this information resulting in some of those comments being inadvertently incomplete. For example, new interactive GIS maps, information about gondola towers, stations, etc were released after the comment period started. People wouldn’t know this information was there as it wasn’t in the first week of the 4-week comment period.

Additionally, numerous reports of people not being able to submit comments, or having their comments rejected, were reported to our organization. This should warrant an extension and republication of the comment period. Public comment is at the heart of an EIS and new information and inadequate communication forms appear to be two ways that UDOT has hindered public involvement.

Conclusion

A fair analysis of a running more buses in these canyons without the addition of lanes, berms and avalanche sheds with an emphasis on increased carpooling strategies and regional transit connectivity is requested. Such a system would not only meet UDOT’s goals, but would be more harmonious with the goals of other agencies and governments in the region. We recognize that analyzing transit solutions is a limitation for a highway agency and it should do more to bring transit expertise into the project. It appears to be an agency choice (or political mandate), grounded in analysis that is riddled with holes, that has lead to a more hostile approach that will be damaging to the multiple values and interests in these canyons. Good projects are grounded in good partnerships, and good partnerships beget good decisions. Those partnerships be it with us or other governments, as you are seeing in comments, are token, at best.

More, we are dismayed that the many regulatory and enforcement options available to UDOT to better manage the roadway, that could have a direct benefit to the purpose and need, have not even been attempted to be pursued. Rather, building additional infrastructure, altering hydrology and impacting the environment is the start and end point of the agency. It should be noted that

pursuit of the regulatory options would have de minimus impact on the environmental conditions, and should be prioritized, thoroughly vetted, and explored.

We have attempted to be thorough and exhaustive, but as you are learning, this landscape is important and complicated. We wish UDOT would do more to demonstrate care and be a partner in solving the root of the problems, rather than aiding the two commercial enterprises in the canyons at the expense of the numerous other values in the Wasatch. We will continue to engage, but if you have questions about some of the information we've provided, we are always available to help clarify and explain. Just because other mountainous regions have employed certain strategies, does not mean they are appropriate in these canyons. The Wasatch is simply not as vast as other areas, be it the Alps or the Rocky Mountains or the Sierra. Quite the contrary, they are incredibly compact, and provide critical resources to a huge population. Sage stewardship and management to realize a shared vision should drive this process, not economic development and enrichment of private companies at the expense of the public trust, which includes but is not limited to the lands, waters, and tax dollars, being leveraged by this process.

Sincerely,



Carl Fisher
Executive Director
Save Our Canyons



cc:

Salt Lake County Mayor Jenny Wilson
Salt Lake City Mayor Erin Mendenhall
Dave Whittekiend, Uinta-Wasatch-Cache National Forest
Lance Kovel, Salt Lake Ranger District
Laura Briefer, Director, Salt Lake City Dept. of Public Utilities
Ralph Becker, Director, Central Wasatch Commission
Carlton Christensen, UTA
Ned Hacker, WFRS

SAVE OUR CANYONS

Tuesday, December 3, 2019

To whom it may concern:

Save Our Canyons welcomes this opportunity to provide comments on the Draft Statement of Purpose and Need for Little Cottonwood Canyon EIS, as well as on the Draft Alternatives Development and Screening Methodology and Preliminary Concept Report. As an almost 50-year-old organization dedicated to the preservation of the natural environment of the Wasatch Mountains, we have been an active participant on the programs this proposal suggests it is building upon, including, but not limited to Mountain Accord, and 2012 Mountain Transportation Study. Save Our Canyons (SOC) views Little Cottonwood Canyon (LCC) as an area of unsurpassed importance to our mission, and we therefore see it as critical that any development occurring in it be driven by careful planning designed to minimize environmental harm. The comments we provide here are designed to help in the development of such planning.

Because the present draft documents indicate that the direction UDOT is taking with the LCC project continues to raise the same concerns described in our comments on scoping, we incorporate those comments here by reference and attach a copy hereto.

About us

Save Our Canyons is a 501(c)3 organization dedicated to protecting the beauty and wildness of the Wasatch Mountains. The geography in which this EIS is taking place is not only the watershed for our members, but also a place that has innumerable values from public health to recreation. Reverence of the natural world and wildlife is a core value held by our community.

Our overarching concerns about this project is that it is not looking at issues in a year-round context, and that outcomes could fundamentally alter our canyon environments, our watersheds, impacting wildlife and plants that inhabit the area, disrupting natural processes which this community has invested in protecting for over a century. Numerous management plans cite the single greatest threat to the environmental quality is increased visitation.

We, on behalf of our members, are invested and interested in realizing long-term solutions that benefit the stated need of protecting our watersheds, hence our concern in short-term projects influencing by way of investment, the long-term outcomes. There are so many different concepts for transportation in this region, most suited toward aiding access for certain uses, few, if any, considering environmental and watershed impacts. We don't see how this process helps us get toward that end as proposed. We hope these comments might aid UDOT in realizing that end.

Last, financial resources are finite and should be used to support the to-be-determined long-term vision. If we don't know where we are going, we don't know how to get there; this appears to be a project for the sake of doing a project, not a project that leads us to an end. Our natural

environments and watersheds should be treated much differently than our urban environments, else we risk converting nature and natural systems into urbanized and engineered systems. Simply accommodating the variable that has been identified as the greatest threat to our watershed and ecosystem health, might jeopardize public health and place more costs on society.

Background

On March 9, 2018, the Federal Highway Administration on behalf of the Utah Department of Transportation (UDOT) published a Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) “in and near Little Cottonwood Canyon”. Save Our Canyons and partners responded to this initial comment, within the comment deadline (see Save Our Canyons and partners 2018 comments, which are incorporated herein by reference). For a period of nearly one year, it was not entirely clear what the status of this project was, other than communications from UDOT that there was an intent to revise the NOI, and there by the scope of the project.

During this downtime, UDOT in coordination with the Central Wasatch Commission, met with stakeholders and developed a sister project to the LCC EIS called the Cottonwood Canyon Transportation Action Plan (CCTAP). Initial comment periods were published together, recognizing the necessity to comprehend connected actions across the region. At that point, UDOT seemed to acknowledge the importance of doing the LCC project in the context of planning for this resource.

On March 5, 2019, FHWA on behalf of UDOT, published notice in the Federal Register that, “UDOT intends to revise the scope of the analysis of the Little Cottonwood Canyon project, based on new information collected during the scoping process and development of a project need.” Then again, on May 15, 2019, UDOT revised the NOI, in anticipation of a draft 2019-2050 Regional Transportation Plan done by Wasatch Front Regional Council. We provided comment at this stage in the process as well, on both the CCTAP and the connected LCC EIS (see Save Our Canyons 2019 comments, which are incorporated herein by reference).

What is notable about the final revision of the NOI due to the anticipation of the WFRC 2050 RTP is that it ignores one of its more primary, and important actions as it pertains to SR-210. Phase 1 (2019-2030) recommends operational improvements on SR-210.¹ Our understanding in discussions with WFRC staff is that the operational improvements, which are of higher priority and may preclude the need for road-widening forecasted for Phase 3 (2040-2050). However, the NOI failed to note the prioritization of transit, only focusing on road widening, which the plan identified as a lesser priority, the more pressing priority being improving transit service, operationally. This process continually appears to diminish the planned roles of transit service, in deference to damaging development projects, increasing of impervious surfaces, within protected watersheds.

¹ Wasatch Choice Map, Transportation tab, Phase 1 on SR 210, Project ID: R-S-52. <https://wfr.org/wasatch-choice-map/#currentTabIndex=1&scale=144448&sideBarClosed=false&x=-12430228&y=4950925> (Dec. 5, 2019)

On October 4, 2019, UDOT sent an email² which stated:

“...UDOT initiated the Cottonwood Canyons Transportation Action Plan (TAP) in Spring 2019 to conduct additional planning and decision-making efforts by studying transit, tolling, congestion, pedestrian and bike facilities, and parking facilities. The intended outcome of the plan was to develop a prioritized list of actions and improvements to the Canyons, and to integrate short- and long-term solutions for both canyons. The TAP was initially very broad to address mobility and Big Cottonwood needs due to the refocusing of the Little Cottonwood Canyon EIS to address the immediate challenges of traffic congestion at key intersections, trailhead parking and canyon closures in Little Cottonwood Canyon.”

It then goes on to say, “The EIS has since been revised to include those mobility solutions, thus the current TAP study area and process overlaps the EIS...”. While UDOT states it has incorporated these items into the LCC EIS, its own *FAQ* document and *Draft Alternatives Development and Screening Methodology and Preliminary Concept Report* state they won’t be analyzing the things they say the EIS has been revised to consider. Further, both these documents (the *FAQ* and *Draft Alternatives*...) state that the EIS won’t be looking at “operational safety issues” and eliminate from consideration in Table A-1, many operational actions would aid in improving safety (one of the purposes of the EIS), prejudicing analysis toward building something in a watershed over better utilizations of policies, or better policy innovation to address the problems along the corridor.

This process has been a shell game at best. The foundation from which they have engaged the public has continually shifted. The scope they say has been revised has not been revised to reflect what they say it has been revised to do. UDOT would be well-served by planning and comprehensive analysis afforded by a programmatic EIS. Continual revisions to NOLs and cancellations of related projects, show we are searching for solutions before being able to articulate a problems.

Authority

UDOT’s authority to carry out this EIS process comes from a January 17, 2017 Memorandum of Understanding (MOU) between FWH and UDOT pursuant to 23 U.S.C. 327. A closer read of this section at 23 U.S.C. 327(a)(2)(B)(iv), yields several limitations. “... the Secretary may not assign— I) any responsibility imposed on the Secretary by section 134 or 135 or section 5303 or 5304 of title 49; or (II) responsibility for any conformity determination required under section 176 of the Clean Air Act (42 U.S.C 7506).”

Save Our Canyons is concerned that these limitations may prohibit UDOT from considering any options available for the Little Cottonwood Canyon EIS other than those that are eligible for funding under the Federal Aid Highway Program. Put another way, NEPA authority may not be

² UDOT Email, “Transportation Plan Update” <https://publ.campaign-view.com/ua/viewinbrowser?od=27218d28e96aa859ef1031efc627bb02a1185630859ca1fd0&rd=18598208e8571e79&sd=18598208e8571bfd&n=11699e4bffe1b31&mrd=18598208e8571bef&m=1> (October 4, 2019)

assigned to § 5303 or § 5304, which are the sections of federal law that deal with transit solutions. It appears this process is unnecessarily limited to Highway improvements, and that it may lack authority or ability to expend funds or implement projects for transit solutions. Transit solutions of course, are the overwhelming desire of local communities as identified in numerous plans.

Moreover, this project is also complicated by the fact that the area is contained within a non-attainment area. Road-widening projects are well known for contributing to more driving (you wouldn't widen a road if you weren't trying to accommodate more cars). More driving, hence more emissions only further challenges conformity with the non-attainment determinations, so we question UDOT's ability to undertake a project that is in direct conflict with cleaning up our putrid air.³ As I write this the 10-minute US EPA pm_{2.5} AQI at the Cottonwood Heights sensor (situated on SR 210) is 159.

Due to the complexity of the problems, the many jurisdictions (and conflicts with their existing plans) and the aforementioned issues, we question the appropriateness/legality of looking solely at a road corridor in context of the drafted purpose and need. A programmatic EIS with joint lead agency's being the US Forest Service and Salt Lake City, both of whom have federal jurisdiction over the areas on which UDOT's highways rest, would yield the best results for the affected environments. Should Little Cottonwood Canyon be the State's priority, tiered implementation to focus on Little Cottonwood would be available under a programmatic EIS.

Existing plans

As we hope you are aware, there are several plans that discuss the Wasatch Canyons, and the desired future conditions for the study area. In our Nov. 13, 2019 meeting with the project team, a question came up about how UDOT is going to coordinate with local governments and support plans and initiatives they are working toward. The response from John Thomas was two-fold. First, he mentioned how some jurisdictions were coordinating agencies on the EIS. Second, he stated that UDOT and team would review plans to screen for consistency and coordination. This appears to be consistent with the requirements of 40 CFR § 1506.2, particularly subpart (d).

Although there is a clear consensus, reflected in conclusions of multiple planning processes occurring over decades, that the transportation problems in the Central Wasatch canyons are similar and interrelated, and that they therefore need to be addressed with comprehensive and integrated planning, UDOT is pursuing transportation improvements in LCC as a one-off project, with no analysis of how transportation decisions in LCC will integrate with the comprehensive, multi-canyon transportation system that earlier planning documents have concluded are needed. Integration with such a comprehensive transportation system should be a clearly stated purpose of the project.

³ Federal Register. <https://www.federalregister.gov/d/E9-25711>

Please consider some of the following provisions from local plans for consistency. It would be horribly inefficient to do something that conflicts with the trajectory of local jurisdictions have been working toward.

Some of the statements from these plans include the following (excerpts from attached document):

“THE HIGHWAY TRANSPORTATION GOAL OF THE PLAN IS TO REDUCE PRIVATE VEHICULAR TRAFFIC IN THE COTTONWOOD CANYONS DURING PEAK PERIODS. TO ACHIEVE THIS GOAL, MEASURES SHOULD BE IMPLEMENTED TO DISCOURAGE PRIVATE AUTOMOBILE USE AND TO ENCOURAGE USE OF MASS TRANSIT IN THE SHORT TERM.”

“The highway transportation goal of the plan is to reduce private vehicular traffic in the Cottonwood Canyons during peak periods. The County should implement measures to achieve this goal, and discourage private automobile use and encourage mass transit.”

“In the meantime, there are two additional recommendations. First, continue to promote the use of alternatives to the private vehicle. Increased bus service and transit amenities should be encouraged. The added amenities at Snowbird’s Creekside Lodge are excellent examples of how the resorts can support transit use. Second, continue to support the “human element” of canyon operations.”

“Strategy: Create a year-round transit system as an alternative to driving and parking in the Cottonwood Canyons.”

“Study feasibility of extending UTA Trax to a transit hub at the mouth of Big Cottonwood Canyon or Little Cottonwood Canyon to serve shuttles and buses to Millcreek, Big and Little Cottonwood Canyons.”

“Increase transit use and decrease impacts associated with automobile use in the canyons.”

“Support management objective to reduce future fragmentation of intact habitats. Provide connectivity in fragmented habitats and between habitats to promote genetic diversity in wildlife populations.”

“Salt Lake County desires to maintain healthy native wildlife populations through the protection and enhancement of habitat, natural landscapes, and ecosystems in the county.”

We strongly encourage you to look at these documents and adhere to the adopted plan priorities and trajectory. These documents are very consistent over time.

General Concerns with UDOT's EIS process

As set forth more thoroughly in our scoping comments, we have two overarching concerns about UDOT's approach to the LLC project. First, although there is a clear consensus, reflected in conclusions of multiple planning processes occurring over decades, that the transportation problems in the Central Wasatch canyons are similar and interrelated, and that they therefore need to be addressed with comprehensive and integrated planning, UDOT is pursuing transportation improvements in LCC as a one-off project, with no analysis of how transportation decisions in LCC will integrate with the comprehensive, multi-canyon transportation system that earlier planning documents have concluded are needed. Integration with such a comprehensive transportation system should be a clearly stated purpose of the project.

Second, addressing the transportation-related needs of canyon visitors is not limited to ensuring time-efficient transportation up the canyons to however many people want it; transportation planning must also consider how transportation improvements themselves affect what the canyons offer that makes people want to visit them in the first place. This is not the first time transportation improvements have been considered in LCC, and, though not subject to precise quantification, there is a level of visitorship, and the direct, indirect, and cumulative impact it brings, that would substantially diminish what attracts people to the canyon. It makes no sense to blindly pursue successive transportation improvements until we find we have reached that point. SOC therefore believes it is essential, before moving forward with any transportation improvements, to develop a characterization of the experience visitors want from canyon and nearby mountains in order to ensure that self-defeating "improvements" that actually degrade this experience can be avoided.

Purpose and Need

SOC is concerned that the narrowness of UDOT's purpose and need statement may lead to the selection of a predetermined alternative. SOC is disappointed that the purpose and need document demonstrates that UDOT appears determined to define the challenge of improving transportation in LCC in a way that leads to, at best, minor variations of fundamentally a single action that just happens to be narrowly within what UDOT does—road construction and improvement. This conclusion arrived at after regular involvement in this EIS process leads us to remind the agency that NEPA requires more than a narrow alternative analysis.

It is boilerplate NEPA law that an agency must "rigorously explore and objectively evaluate all reasonable alternatives," [i]nclud[ing] reasonable alternatives not within [its] jurisdiction," 40 C.F.R. §1502(a), (c) (emphasis added), and it may not game and subvert the alternatives identification process by "defin[ing] the objectives of its action in terms so unreasonably narrow that only one alternative . . . would accomplish the goals of the agency's action, and the EIS would become a foreordained formality." *Citizens against Burlington, Inc. v. Busey*, 938 F.2d 190, 196 (D.C. Cir. 1990); see also *Citizens' Comm. To Save Our Canyons v. U.S. Forest Serv.*, 297 F.3d 1012, 1030 (10th Cir. 2002) ("Courts will not allow an agency to define the objectives so narrowly as to preclude a reasonable consideration of alternatives.")

The problem with LCC transportation identified in earlier planning efforts, and that is obvious to any regular visitor to the canyon—the need, in NEPA terms—is that people experience long delays getting up and down the canyon in peak travel times. Yet, the P&N document makes it clear that UDOT characterizes the problem differently—as vehicle congestion, as well as avalanche-related delays. Of course, it is true that vehicle congestion serves to lengthen travel times, but this congestion is a product of critical contributing factors—the present utilization of the public of the present mix of transportation modes. Yet, in defining the objectives of the project—the purpose, in NEPA terms—it becomes clear that UDOT sole measure of success is the reduction of vehicle congestion itself. It thereby ignores the critical factors contributing to this congestion and that should therefore serve as the basis for the development of alternative actions considered in the EIS. By defining the need only in terms of traffic congestion and the project's purpose only as improving the flow of vehicles, UDOT ensures development of essentially a single solution—increasing the vehicle-carrying capacity of the asphalt infrastructure.

The conclusion that UDOT begins this project with the predetermination that the ultimate outcome will principally be highway construction is clear from several portions of the record thus far. First, the assignment of FHWA's NEPA obligations to UDOT itself is legally predicated on LCC transportation improvements constituting a "highway project." 23 USC §327(a)(2)(A). The very fact that UDOT is the lead agency in the present NEPA process appears to foreclose analysis of reasonable alternatives that look primarily toward different utilization of the current highway infrastructure and/or a substantially different mix of transportation modes.

Second, in a striking example of predetermining the outcome of the NEPA process, UDOT adopts the conclusion of a state planning process that LCC Highway capacity would be increased by widening it and adding a third lane. UDOT explained that the Wasatch Front Regional Council published its conclusion that this project should be built during the LCC scoping period. In a blatant example of a state priority predetermining the outcome of a federal decision-making process, UDOT appears to have concluded that this expansion of LCC Highway would be presumed in the LCC NEPA process.

Third, that UDOT has preselected a result is also clear from the metrics identified for measuring the success of the response to the purpose and need's goal of improving "mobility." These are UDOT's standards for "Level of Service" (LOS), which are exclusively a function of vehicle congestion. See Draft Purpose and Need Chapter pp. 1-25 to 1-32. With these the exclusive measures, solutions involving different utilization of the highway and different vehicle mixes are never considered, leaving the EIS inevitably to conclude that the only way to improved "mobility" is through increasing the vehicle-carrying capacity of the highway, with little or no consideration of how this highway may be used differently and more efficiently. In other words, UDOT is beelining straight to a result narrowly within its jurisdiction and institutional comfort zone — laying down asphalt.

General Comments

The purpose and need chapter fails to consider many of the following issues of importance to the area where the project is being proposed.

One of the essential purposes and functions of the Central Wasatch Mountains, inclusive of Big and Little Cottonwood Canyons where alternatives are being evaluated, is supplying water to the communities in Salt Lake and Summit counties. Similarly, numerous plans of jurisdiction state that visitation is the greatest threat to our water quality, yet we see no attempt to understand the implications of inducing use and the connected impacts this will have on water quality.

Increased visitation to Wasatch is challenging the realization other agencies goals, objectives, and legal obligations (ie. SLC Watershed, Safe Drinking Water Act, USFS Plan). Does UDOT care that its actions might cause harm and massive expenses to protect water quality, like needing to build a new water treatment plant?

Increasing impervious surfaces are known to degrade water quality. Projects like expanding roadways and/or expanding parking lots, not only increase point sources pollutants to our waterways, but also contribute to non-point sources pollutants via visitation increases. Further, imperviousness creates hydrologic sheeting issues and alters the fluvial function and hydrography, threatening water quality (ie. turbidity, stream temperature, etc.) and aquatic habitat, among several other environmental qualities of importance to public health and public values. As climate change compounds some of these impacts, how do the alternatives further stress some of these variables, and make the goal providing of high quality water to people that much more difficult or costly?

Climate change is altering both recreational uses and runoff dates, quality/quantity issues, stressing the both the natural and human environments. How do the alternatives impact visitation trends, hence roadway usage and connected impacts on the environment? Is

UDOT cites the need to comply with the Clean Water Act, but neglects to look at legal obligations that bind cooperating agencies, like the Safe Drinking Water Act (SDWA). Looking at the SDWA is required as part of the authority granted by FHWA and as one of the most important values of the Wasatch, not to mention the purpose for which it was established as a National Forest, water quality must be part of the purpose and need of the project.

Salt Lake County is a non-attainment area and this project should not lead to an increase in air pollutants exacerbating noncompliance with the Clean Air Act. Please demonstrate how alternatives will decrease unhealthy emissions, and do not complicate conformance with the Utah SIP.

Screening Criteria

The screening criteria, both level 1 and level 2, fall short and need to be improved. Here are several ways the criteria can be improved:

In addition to metrics for the Clean Water Act, we recommend adding screening criteria for compliance with the Safe Drinking Water Act. Modeled turbidity, stream temperature, oxygen due to alterations in the hydrograph and both point and non-point source pollutants should be measured and forecasted for varying alternatives.

Air quality metrics – How do the varying alternatives affect compliance with the SIP for the following measures: Ozone, PM2.5, PM10, etc... It is well known that expanding roadway capacity just encourages more driving.

Shared Stewardship – trying to reduce WUI scores, do these actions conflict with the goals as articulated in the USDA-UTAH Shared Stewardship agreement? Further, the Shared Stewardship Priority Map cites “Headwaters Little Cottonwood Canyon” as a top priority and according to Utah DEQ - Division of Drinking Water has a score of 100 out of 100 as it pertains to the importance of this particular watershed. Over 90% of the project is within this HUC12 boundary. Point is, even the state has conflicting priorities for these areas. Is this project complicating the priorities not only with agencies outside of the state, but even amongst the State's own divisions.

Alternatives

The following concepts or alternatives some of which are missing others were unduly ruled out of scope should be incorporated or come back into the analysis.

It seems that looking at alternatives that better deliver people without vehicles to the entrances of the canyons, the start point of SR-210 and the “elbow” of SR-210 that turns into Little Cottonwood Canyon Rd, is not being adequately analyzed as an alternative. Exploring the use of mass transit (light rail, buses, BRT, etc) from the University area along Foothill Blvd then onto Wasatch Blvd to the gravel pit area that is being considered for a multi-use transit center could aid SR-210 through a huge reduction in vehicular traffic. An east side (north-south) transit service would bisect east-west arterials such as 3300 S., 3900 S, and 4500 S., for example, some of which already have economic nodes. Both these routes, Foothill and Wasatch Blvds could also benefit from transit service in non-ski seasons and numerous popular trailheads that are accessed off these routes could benefit from this service.

In its alternatives analysis, UDOT eliminates consideration of speed limit considerations, citing it is an operational issue, not required in EIS analysis. Not understanding the impacts of how variables interact in this sensitive environment is a symptomatic flaw of analysis in this project. UDOT says it won't analyze the impact of visitation on the watershed, only the roadway. Further it states that it won't analyze speed limits, however, speed limits affect throughput and they also impact safety. These are two key issues covered by the purpose and need and deserve more thorough analysis.

Free or discounted transit service is listed as outside the scope of the EIS (Table A-1. Pg. A-3. Preliminary Evaluation of Alternatives/Concepts during EIS Scoping Periods). We disagree — tolling needs to be part of the EIS. The ratio of toll cost relative to transit cost will affect travel behavior and therefore impact on the human and natural environments. If toll revenues, for

example, were used to offset/increase transit service, that too would affect travel behavior. If costs of transit/tolling and use of the revenues not factored in the screening criteria, realities will skew toward increasing roadway capacity.

Conclusion

The canyons of the Wasatch Range play an important role in our communities, economy and quality of life. This area is incredibly complex, as numerous plans and studies have acknowledged. It is because of that, that we believe everything should be analyzed at the right scope and scale, in a holistic manner where these tensions and issues that exist in these canyons, can not only help decision makers, but the community whom they serve. We believe that incorporation of our comments will aid the agency by:

1. Arriving at an outcome that will result in a net benefit for this complex ecosystem.
2. Helping our community understand this complexity of the environment and the tradeoffs for various options, and
3. how it supports other agency and community goals.

The Wasatch is confronted with a variety of challenges. This project may set the tone for generations and will affect what options might be afforded to connected environments and regions, it seems this was the intent of the source of funding from the legislature in 2016. Complex issues and environments need complex analysis and solutions. We still struggle to understand how this process as you have defined gets us to a point where we are actually resolving issues that confront us and looking at the big picture of what is confronting the region and what end we are striving toward. It is clear that the resignation of UDOT from the Central Wasatch Commission and cancellation of the Cottonwood Canyons Transportation Action Plan that UDOT doesn't believe Mountain Accord held the answers. With an ill-defined problems statement (purpose and need), that doesn't acknowledge the complexity of the environment in which the project takes place, one can only expect the outcomes will similarly miss the mark.

This is not to say that we do not want options to be analyzed. We do. We would have hoped for a process that looked at all the option for the entire region, not just as it pertains to Little Cottonwood Canyon.

Thank you,



Carl Fisher
Executive Director
Save Our Canyons

Thank you for the opportunity to provide scoping comments on the Little Cottonwood Canyon EIS. As an almost 50-year-old organization dedicated to the preservation of the natural environment of the Wasatch Mountains, Save Our Canyons (SOC) views Little Cottonwood Canyon (LCC) as an area of unsurpassed importance to our mission, and we therefore see it as critical that any development occurring in it be guided by careful planning designed to minimize environmental harm. We hope the comments we provide here will help in the development of such planning.

General comments regarding Wasatch transportation planning

To anyone familiar with the pattern of traffic problems in the Central Wasatch, it is clear that these problems are interrelated and similar from canyon to canyon, and that any long-term solution requires a comprehensive plan that achieves heavy reductions in the use of low-occupancy private vehicles. This is also the consensus of multiple planning efforts occurring over decades, most recently the CC TAP. The LCC project is not a product of any such comprehensive planning. UDOT itself has been clear that this project represents a reaction to an acute traffic congestion problem primarily occurring during peak times for skier traffic. Unfortunately, the proposed solution set forth in the Notice of Intent appears to be one predominantly designed to allow LCC Highway to accommodate more traffic. If in fact that is what the project achieves, it cannot be seen as anything but a poorly considered reaction to an acute problem, not an investment toward a real, long-lasting transportation solution for the Wasatch. The action and the draft purpose and need statement, also conflict with 30 years of planning, recommendations, community engagement, and collaboration amongst stakeholders. Moreover, the abandonment of prior efforts with this plan also amounts to a significant waste of public monies expended on these projects for the past three decades, a shocking about face for a government who prides itself on deference to local jurisdictional needs.

Although SOC is concerned about the waste of resources inherent in such a large investment in a stop-gap fix, and the potential for additional environmental harms inherent in short-term planning, the LCC project raises much more fundamental questions about the future of LCC and

the Wasatch. What SOC finds most concerning is the complete lack of a larger vision, in this or any other planning effort, about the limits of human activity and development that LCC can sustain while still allowing it to be the place we want for recreation and refuge, and what we need it to provide in terms of environmental services, especially those necessary for a healthy watershed.

Any transportation planning for the Wasatch is ultimately about efficiently delivering more people into the mountains. The relatively small area comprising the Central Wasatch already receives millions of visitors a year, and it has already seen considerable development. More area residents will mean more of the same, and the population of Salt Lake and Utah Counties is projected to increase by more than half in the next few decades. Regardless of how we may mitigate impacts, in the end there is a limit to how much visitation and development the Wasatch mountains and canyons can bear and still remain what we want and need them to be.

What do we want the experience of being in Wasatch to be like? What can the ecosystem essential for our watersheds sustain? How close to the limit are we now, if we're not there already? Without being guided by a vision formed by the answer to these questions, as innumerable examples show, we will respond to each shortfall in transportation capacity by increasing capacity. This inexorably leads to an end that is simultaneously unintended, predictable, and one that no one desires. Unfortunately, this also appears to be the thoughtless path we are beginning down.

Scoping comments on the LCC EIS

Purpose and Need

There are two main shortcomings of the purpose and need developed for the LCC project. The more significant of them, reflected in our general comments above, is that the P&N calls for improvements producing a greater number of people in the canyon without including consideration of what level of human occupancy and associated impacts and development the canyon can bear. Clearly, rational planning for the

canyon requires the vision and perspective that preserves the esthetic and environmental values of the Wasatch that area residents and visitors want and need. Unfortunately, at this point the LCC project appears only to represent a reaction to today's urgency.

The second shortcoming of the purpose and need statement is very basic: it simply makes little sense on its face. While we understand from our direct communications with UDOT personnel, together with other discussion found in the Purpose and Need Draft Chapter, that the Department views the LCC project as needed to ameliorate traffic congestion and avalanche hazards, the need statement itself never clearly states this. Still, the reader could at first reasonably get the general idea that the primary need is to reduce congestion—the statement begins by setting forth a set of factors that “transportation needs in the area are primarily related to traffic congestion during peak periods, congestion caused by closure of Little Cottonwood Canyon during avalanche control, and the effects on the transportation system of anticipated future increases in visitation to Little Cottonwood Canyon.” A sidebar text box also explains when peak congestion occurs. However, the need statement then immediately goes on seemingly to recharacterize the need in terms of “deficiencies,” and the set of identified deficiencies itself casts doubt on any initial belief that the need is for reduction of traffic congestion, because most of those deficiencies do not have any clearly discernible connection to traffic congestion. As the clearest example, there's no sufficiently plain connection between traffic congestion and the adequacy of restrooms at trailheads.

Even with the understanding that the need is to reduce traffic congestion and avalanche hazard, the purpose statement does not appear adequately responsive to those needs. The purpose statement begins with:

The purpose of the Little Cottonwood Canyon Project is to substantially enhance safety and improve mobility with respect to managing avalanche risk; improve operations at key intersections and parking at trailheads in Little Cottonwood Canyon; and improve the mobility on Wasatch Boulevard for residents, visitors, and commuters who use S.R. 210.

These purposes either have no clear relationship to the reduction of congestion or they appear, at best, to represent partial measures to address congestion in the entire S.R. 210 corridor. Following a statement making the rather obvious observation that congestion on S.R. 210 will be mitigated by “transportation improvements,” this section goes on to identify two additional sets of purposes. The first set refers only to the highway section north of North LCC Road. The second set refers only to the North LCC Road and LCC Road sections of S.R. 210 south, and most of the identified purposes have no clear connection to the reduction of traffic congestion. The one that most clearly does have some apparent connection—reducing avalanche-related delays—is clearly a partial measure, given, as the sidebar text box beside the need statement indicates, that peak congestion occurs because of daily ski resort opening and closing times in the winter and popular visitation times in the summer.

Other actions

In defining the scope of an EIS, UDOT must consider the effects of the proposed action itself, of course, but must also address the effects of three types of other actions: connected actions, cumulative actions, and similar actions. 40 C.F.R. §1508.25(a). Connected actions include those that are “interdependent parts of a larger action and depend on the larger action for their justification. Cumulative actions are those that, “when viewed with other proposed actions have cumulatively significant impacts and should therefore be discussed in the same impact statement.” Similar actions consist of those “which when viewed with other reasonably foreseeable or proposed agency actions, have similarities that provide a basis for evaluating their environmental consequences together, such as common timing or geography. “

There is a well-recognized need to develop a comprehensive, integrated transportation solution for all of the canyons of the Central Wasatch, and, with the CCTAP, planning for such a solution is in active development. This clearly represents a set of foreseeable cumulative and/or similar projects whose effects must be accounted for in the NEPA documentation for each such project, including the present one

for LCC. While the other Wasatch projects are not yet well defined, UDOT must still develop a reasoned set of projections of the impacts of these related actions and evaluate the interactions of these effects with those generated by the LCC project. And SOC believes that these later projects need not be well defined to develop such impact projections. Like the LCC project, the predominant impact of these projects stem from the increase in canyon visitation that they will bring to the different canyons. Therefore, the impact analyses for these other projects should be substantially relatable to the one that the present EIS must perform for the LCC project, regardless of any differences in the precise nature of the transportation improvements developed for the different projects.

Watershed impacts perhaps represent the clearest and most critical example of why NEPA documentation for Central Wasatch transportation projects cannot confine its scope to a project in a single canyon. Perhaps an LCC EIS may conclude that, despite the direct effects associated with expanded highway and parking surfaces, and the much greater indirect and cumulative effects associated with an increased influx of people into the canyon, the quality of the water provided by the LCC watershed will remain acceptable. However, such a conclusion says little about the aggregate water quality provided by the greater contiguous Wasatch watershed relied on by so much of the Wasatch Front population. Furthermore, individual watersheds depend on the health of larger ecosystems that span beyond any single canyon. If EISs prepared for Wasatch transportation planning are performed on a canyon-by-canyon basis, this invites each to conclude that the harm to each canyon's watershed and ecosystem is acceptable, missing the probable cumulative impact.

The process and related processes (ie. CCTAP EIS) have also been extremely confusing. The Little Cottonwood EIS was first noticed early in 2018, at which point the process fizzled. The scope and purposed and need were then revised and the project was re-scoped in March 2019. An open house on this and the CCTAP was held on April 9th, 2019. Within days, people were notified that the EIS was to be revised, this time restructuring it for a third lane. There was never an opportunity to understand the what or the why on this project and this in conjunction with overlapping, but separate processes warrant a more robust

informational public hearing, prior to any decision making. A possible remedy here is to

Reasonable alternatives

An EIS must “[r]igorously explore and objectively evaluate all reasonable alternatives” for satisfying the purpose and need. 40 C.F.R §1502.14(a). As explained above, although the purpose and need statement lacks needed clarity, based on other sources of information, SOC understands the project’s primary objective to be the reduction of traffic congestion during peak periods brought on by ski resort daily opening and closing times, avalanche safety work, and popular summertime visitation hours. Clearly, one or more of such reasonable alternatives to be considered should include the use of improved public transit to make more efficient use of the roadway, regardless of any roadway modifications that may also be part of this project. See 40 C.F.R §1502.14(c) (An EIS must identify all reasonable alternatives without regard to whether their implementation would lie within the jurisdiction of the lead agency). The increased use of public transit is not just a reasonable alternative; the logic of it is sufficiently compelling that both the 1989 Salt Lake County Master Plan and the current CCTAP have recognized it as a principal and critical part of the future of transportation in the Wasatch. For the same reason, SOC believes that a transit-based alternative should emerge as the preferred alternative for the LLC project.

Although SOC recognizes that the work of identifying alternatives to carry into analysis has yet to be done, indications of the direction UDOT is taking are concerning. The May 15, 2019 Notice of Intent states:

The EIS scope will include the following: (1) Taking no action; (2) one or more alternatives involving multiple, combined actions, including:

- Transportation System Management (TSM);
- Enhancing safety and improving winter time mobility through avalanche mitigation;
- Enhancing safety, access, and mobility in the area through improved designated parking areas at existing U.S. Department of Agriculture (USDA) Forest Service trailheads;

- Roadway improvements to SR-210 on Wasatch Boulevard from SR-190/Fort Union Boulevard to North Little Cottonwood Canyon Road; and
- Additional roadway capacity and mobility improvements, including the option of adding a third lane on SR-210 in Little Cottonwood Canyon, with the evaluation of managed lane concepts.

Saliently missing from this list of actions is improved public transit, strongly suggesting that UDOT is planning to shortsightedly double down on the problematic mix of transportation that we currently have. SOC believes this would be deeply misguided. Our belief is supported by and reflected in numerous plans in effect in the area, including but not limited to the 2003 USFS Revised Forest Plan.

By apparently intending to forgo consideration of improved transit, not only does UDOT plan to exclude consideration of clearly reasonable alternatives but, without such alternatives, it leaves the EIS lacking the reasonable range of alternatives required by NEPA. Apart from the required no-action alternative, the only meaningfully differentiating element of any set of alternatives is whether or not they include construction of a third lane. The various highway markings, traffic controls, and avalanche safety features do not provide a basis for the development of substantially different approaches to resolving the routine traffic congestion that is the driving justification for the LCC project.

SOC's Recommended Alternative

In a world possessed of more foresight and political will, this LCC project would be only one of the interdependent elements of a comprehensive plan for an integrated transportation system along the Wasatch Front and in the Wasatch canyons. Instead, UDOT is pursuing it as a one-off project for a single canyon in reaction to an acute need.

There are a number of risks posed by this cart-before-the-horse planning process. It is probably inevitable that, to one degree or another, choices will be made and dollars spent in ways that later prove

unwise or wasteful, or that add to difficulties and costs later on. However, SOC believes that the greatest danger posed by the LCC project is that it will prejudice future planning. To some degree, it is unavoidable that whatever this LCC project puts in place will be accommodated in future planning for LCC, and potentially the entire Wasatch. And the more significant the investment, the greater the motivation to constrain planning to accommodate what already exists, rather than optimize what might.

Because of this, and because comprehensive planning actually is occurring, SOC asks that the scope and expense of this project be kept modest. We believe that this is critical to ensure a better long-term transportation result for LCC, and potentially for all of the Wasatch. And we believe that an increased reliance on public transit would be precisely the sort of modest investment called for, and one that could be designed to be very effective in the project's goal of reducing traffic congestion. Investment in public transit is also likely to have longer lasting benefits because, with long-term planning identifying public transit as a larger part of the transportation future for the Wasatch, investments in transit today are much more likely to have long-term value than ones that expand reliance on the present, problematic mix of transportation.

Importantly, increased use of transit also reduces highway users' exposure to avalanche hazard. In 2006, UDOT, in conjunction with Alta Ski Lifts, Snowbird, the Town of Alta and UTA, undertook a study of avalanche risk and developed a blueprint for future avalanche risk mitigation in the canyon, titled "Little Cottonwood Canyons SR-210 Transportation Study (2006)". Specifically, the study sought to quantify the Avalanche Hazard Index (AHI) for Little Cottonwood Canyon, and also provide short and long-term options for improving safety along the highway.

One key finding of the analysis was the relationship between traffic and the AHI. While travel in LCC is subject to a high AHI, in part this is because of traffic congestion, which increases the time that a vehicle is exposed to hazard and concentrates more vehicles in hazardous areas by diminishing vehicle separation. In addition to, or as an alternative to

expensive avalanche sheds or other changes to the , the study concluded:

The other fundamental way to influence the AHI is by changing traffic. As traffic increases, speeds decrease, and the AHI rises. Reducing the number of cars on the road allows the remaining cars to go faster, which decreases the avalanche risk. **This can be accomplished through increased transit service; better use of park-and-rides; improved travel information for drivers; and making sure traffic exits the resorts at day's end in an efficient manner.”¹**

In terms of the specific actions UDOT is contemplating, it is the possible addition of a third lane that SOC finds most concerning. With innumerable examples everywhere of roadways seeing recurring cycles of increasing demand leading to congestion, leading to increasing capacity leading to increased demand, simply adding capacity to accommodate more of the present mix of transportation is not a forward-thinking solution. Because of its cost and the expectations it would engender in the driving public, it is also the solution that is most likely to prejudice longer term planning for LCC and the greater Wasatch. If UDOT does ultimately decide to build a third lane, it should serve solely or predominantly an increased level of public transit service on the highway. This may not only increase the number of transit vehicles that can use the road, but may motivate an increase in the public's utilization of transit by demonstrating lower times to transit than private vehicles.

It is also worth noting, that the scoping documents refer to the Wasatch Front Regional Council 2050 plan, citing a planned third lane for the canyons. While it is true that this plan does recommend evaluation of a third land, it also recommends two other projects that have higher priority and greater impact toward the problem statements, not to mention purpose and need. This same document from which this project was erroneously cherry-picked first recommends that mass transit be expanded and specifically that operational improvements are

¹ Little Cottonwood Canyons Transportation Study (2006). Jon Nepstad, Ritchie Taylor, Chris Stethem, Andrea Clayton. <http://arc.lib.montana.edu/snow-science/objects/issw-2006-907-909.pdf>

a higher priority than roadway expansion. Additionally, avalanche sheds which you decided to make part of the scope, are also a higher priority than roadway expansion. Again, it is frustrating how the project leads (UDOT) continue to knowingly diminish and purposefully ignore any calls for buses or improved mass transit from being a priority in this process.

Environmental impacts

Under the National Environmental Policy Act, 42 U.S.C. §§ 4321 et seq., the LLC EIS must identify and analyze the “direct,” “indirect,” and “cumulative” effects of a proposed action. 42 U.S.C. § 4331 (c)(C)(i); 40 C.F.R. §1508.25(c); *see* 40 C.F.R. §1508.7, §1508.8 (definitions of the three types of effects). In performing an analysis of the impacts of significantly increased visitation of the Wasatch, there are many types of direct, indirect, and cumulative impacts on the natural and human environment that the EIS must consider.

Of course, the greatest impacts of transportation infrastructure on the environment of LCC, or any of the canyon areas, are not from the mere presence of the infrastructure itself or its construction but from the variety of human activities that such infrastructure brings into the canyon. These include direct impacts, for example erosion from foot traffic or disturbance of wildlife, but also from indirect and cumulative impacts, notably including the development that occurs in response to the presence of people desiring to visit, recreate, and reside in the canyon.

It is obvious that the LCC project will bring more people and will result in substantially increased impacts from what is already by far the greatest source of environmental harm. The purpose of the LLC project is to reduce the existing traffic bottlenecks and allow an increased flow of people into the mountains. The presence of more people in the mountains, therefore, is a certain result, if not an explicitly intended one. It is also a kind of impact that the CEQ regulation defining “indirect effects” plainly contemplate: “Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including

ecosystems.” 40 C.F.R. §1508.8. Failure of UDOT to consider the impacts of successfully increasing the number of people conveniently accessing the Wasatch would represent a fundamental deficiency in the scope of the LCC EIS’s analysis, and SOC would feel confident that such an obvious shortcoming would not be sustained upon review.

Perhaps the single largest category of impacts associated with the planned growth-inducing transportation improvements are those deriving from development that occurs in response to the increased demand for goods, services, lodging, and housing. Such development, in turn, will have growth-inducing effects of its own. These surely would include direct impacts on the natural environment from increased recreation. They are likely also to induce effects from more remote sources, for example, impacts from needed upgrades of in-ground utilities, triggering a tear-out and trenching project within the highway right of way.

Other impacts associated with increased access and visitation include:

- Impacts on plant life and animal wildlife, including endangered, threatened, and sensitive species
- Impacts from human-caused wildfire
- Water quality impacts
- Impacts on visitor experience at and outside of ski resorts
- Impacts on backcountry use, including user conflicts from and among other backcountry users, including those making such use under present and foreseeable Forest Service use authorizations, such as helicopter skiing
- Impacts on plant and animal life, including endangered, threatened, and sensitive species, resulting from increased backcountry visitation together with present and future Forest Service use authorizations, including helicopter skiing,
- Impacts on canyon visitor and resident safety
- Localized or concentrated impacts attributable to enlarged parking areas at resorts and backcountry trailheads, including impacts on the natural environment, user experience, user safety, etc.
- Impacts of improved canyon access together with new road construction on National Forest lands, which may result from the anticipated amendment of the Forest Service’s Roadless Rule for Utah.

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

- Impacts on riparian areas traversed by the highway
- Other impacts, both localized and remote, on plant life and animal wildlife, including endangered, threatened, and sensitive species, attributable to a large variety of factors, including noise, road runoff, and habitat destruction
- Impacts on visitor safety
- Impacts on visitor experience from noise and proximity to a busy, and potentially enlarged thoroughfare
- Impacts on animal safety and movement caused by expanded roadways, traffic-control barriers, and avalanche sheds

Watershed and wildlife impacts from visitation are already well documented. Numerous plans suggest a more managed transportation regime to put people in places where there are facilities to handle increased capacity. A 2015 study in Diamond Fork Canyon, several miles south of the study area, showed that species altered their behaviors due to intensification of human activity. This modification of behavior certainly impacts species that we share these landscapes with, but also have ecological impacts due to behavioral disruptions. Whatever options are being evaluated through this EIS should look at the findings of this analysis, but also use as part of the decisionmaking framework, analysis of the behavioral and ecological changes caused by these displacements, their effects on water and the overall health, inclusive of sustaining/reintroduction of native wildlife populations.

Mitigation

The EIS should develop mitigations for the direct, indirect, and cumulative adverse effects generated by the highway, highway improvements, and their construction. See 40 CFR §1505.2(c). Also, having decided to expand the human access that ultimately is the predominant source of environmental harm in the canyon, UDOT should ambitiously develop mitigations for such harm in the LCC EIS. The impacts analysis of the EIS is needed detailed development of these mitigations, but mitigating these human-caused harms necessarily

entails regulating human activity in the canyon. This may mean a great variety of measures, from trail improvements to more rigorous land use regulation. It is worth noting that numerous plans and NEPA processes in the area have recognized the significant impacts and role that visitation interactions have on numerous environmental conditions and attributes of this connected landscape.

Conclusion

SOC appreciates the opportunity to participate in transportation planning for LCC, and we look forward to reviewing and commenting on the Draft EIS. We also remain open to and encourage consultation with us at any time during its preparation.

Thank you,

Carl Fisher
Executive Director
Save Our Canyons

SAVE OUR CANYONS

Friday, May 3, 2019

To whom it may concern:

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

Background

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

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

Vision

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

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

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

The 2008 Scenic Byways Cottonwood Canyons Corridor Management Plan¹ articulates the following vision:

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

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

Visitation

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

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

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

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

¹ Cottonwood Canyons Scenic Byways: Corridor Management Plan (2008), pg. 31
https://travel.utah.gov/wp-content/uploads/CMP_121608_portable.pdf

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

Fire

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

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

Noise impacts

As use increases, so does noise. Will these projects increase the number of modified mufflers, currently not allowed but also not enforced, in the area? As mentioned in "background" why are we focusing on short term investments in road widening when there is desire to change the system? This would result in more construction, over a longer period of time. Focus on private vehicle access will continue to induce noise whereas bus transit mode change reduces vehicles, has little to no infrastructure/construction noise.

Watershed

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

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

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

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

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

² Wasatch Cache National Forest - Revised Forest Plan (2003) - USDA Forest Service

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

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

Wildlife

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

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

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

Comments Specific to the Little Cottonwood Canyon EIS

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

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

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

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

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

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

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

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

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

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

⁵ Salt Lake County Watershed Public Opinion Survey (2015) pg. 16. Opinion Works. https://slco.org/uploadedFiles/depot/publicWorks/fwatershed/2009_Water_Quality_Stewardship_Plan/2015publicsurvey_ful.pdf

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

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

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

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

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

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

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

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

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

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

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

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

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

Comments Specific to the Cottonwood Canyons Transportation Action Plan

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

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

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

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

A concept worthy of analysis

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

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

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

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

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

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

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

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

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

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

Conclusion

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

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

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

On behalf of the Save Our Canyons community,

A handwritten signature in blue ink, appearing to read 'Carl Fisher', with a horizontal line extending to the right.

Carl Fisher
Executive Director
Save Our Canyons

May 4, 2018

Utah Department of Transportation
John Thomas, PE Little Cottonwood Canyon Project Manager, UDOT Region 2
2010 South 2760 West
Salt Lake City, UT 84104-4592

Brandon Weston, Environmental Services Director, Environmental Services Division, UDOT
4501 South 2700 West, P.O. Box 141265
Salt Lake City, Utah 84114-1265

Re: Environmental Impact Statement: Little Cottonwood Canyon, Salt Lake County, Utah

Dear Mr. Thomas and Mr. Weston,

After having been involved in numerous planning studies for the Central Wasatch, we the undersigned are encouraged by the opportunities to improve transportation and transit via the Little Cottonwood Canyon (LCC) Environmental Impact Statement (EIS). The signatories of this letter have been meeting regularly, as a group with you and the project team. With a collaborative spirit and desire to promote efficiency, we are consolidating our public scoping comments for this phase of the LCC EIS. We (each signatory) retain the right in the future of this EIS process to make independent comment.

It is our understanding from project meetings that this EIS will build on previous studies. The timeliness of this EIS dovetails well with the signing of The Accord and formation of the Central Wasatch Commission. This project is viewed by many as an extension of the Central Wasatch Commission and another means of achieving the goals of The Accord. These two planning efforts should work in sync to build upon the consensus found in existing planning documents, prioritize the goals and objectives of existing plans (vetted through collaborative community engagement), and integrate those policies and guidelines to achieve a broadly supported desired future condition.

The purpose of the NEPA analysis is to inform the decision maker and the public about the consequences of a potential action. It is the time for some serious analysis of the future and the likely needs and problems that will arise in the future. How will the decision made affect the situation 20 years in the future? What future decisions could be excluded or precluded by the current decision? What future options will be foreclosed? How will the project fit into future transportation planning in the immediate area as well as a more regional consideration of the

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entire southeast section of the valley? These are all questions that should be answered in the analysis. Future needs should look at mass transit possibilities including where the transportation hubs will be located. It is possible that land several miles west of the canyon would be appropriate for a hub with access to Trax and the freeways. It would be good to make such plans now while it may remain possible rather than postpone such thoughts to a future that may foreclose such possibilities.

Purpose and Need

In the Notice of Intent (NOI) that was published in the federal register the word “transit” appeared numerous times throughout. Since that time, and through the development of the website materials, the word transit no longer appears. We strongly believe that transit, like buses, needs to be incorporated into the purpose statement for the project. The trajectory of the project to date appears to be incongruous with the stated intent of the NOI.

An appropriate and representative purpose statement for an “Environmental Impact Statement” should prioritize protection of the environment. Including natural and scenic resources, with the highest priority given to water quality, supply, and watershed health is a foundational to the project. Considering this, the purpose of this project should be to protect the environment and improve the canyon experience for residents, visitors, and businesses through improvements to our transportation and/or transit systems approaching or within the SR 210 corridor. The lack of such language would result in a flawed strategy that we encourage you to correct. We are providing edits to the draft purpose and need statement provided on project’s website that we believe help accomplish this goal. Our suggestions are underlined for easy identification.

The purpose of the LCC project is to provide an integrated transportation system that improves the convenience of multiple transportation modes, and substantially improve the reliability, mobility, and safety for residents, visitors, and commuters who use S.R. 210. Through transportation and/or transit improvements, the project would strive to mitigate congestion on S.R.210 and improve recreation and tourism experiences for all users of Little Cottonwood Canyon. The transportation improvements will maintain or improve the watershed health, water supply, water quality and other natural resources. They will also consider the character, diverse uses of the canyons natural resources, and importance of the existing contiguous natural landscape of Little Cottonwood Canyon and adjacent canyon ecosystems upon which much of the Salt Lake Valley residents’ livelihood depends.

These suggestions are rooted in the stated values on the LCC EIS website, and should take a more prominent role in your purpose and need. The stated values are: 1) water resources 2) ecosystem of plants and wildlife 3) year-round economy 4) local economy and 5) natural landscape.

Also, as a tool to create a shared vision and goals for the Central Wasatch Mountains, Mountain Accord's four system groups (economy, environment, transportation, and recreation) vetted and agreed to "purposes" that include but are not limited to the following. These purposes should weigh heavily if this study is truly going to build on previous work.

1. Protect watershed health, water supply, and water quality.
2. Reduce avalanche-related risks and delay in Little Cottonwood Canyon.
3. Reduce auto use and congestion in Little Cottonwood Canyon.
4. Provide competitive transit service to a range of recreation destinations and economic nodes.
5. Protect or enhance the natural and scenic resources of the Cottonwood Canyons.

In light of the rather limited budget, prioritization of the purpose and needs must be done. Highest priority needs, such as public safety should be analyzed such that other needs can be addressed in subsequent projects. Taking the phased approach ensures the transportation system can be readily used by future mass transportation methods that reduce cars in the canyons.

There is also an introductory project statement on the project's website. Here are suggestions (underlined) that bring the values stated above into this statement:

To provide a balanced, integrated transportation system for residents, visitors, and commuters in Little Cottonwood Canyon and surrounding areas, the Utah Department of Transportation (UDOT) is conducting an Environmental Impact Statement (EIS) on Little Cottonwood Canyon Road (S.R. 210) and the S.R. 210 Bypass Road. The EIS will evaluate potential improvements that reduce peak congestion and improve recreation and tourism experiences in Little Cottonwood Canyon. These improvements include managing the number of vehicles on the road system, improving vehicle mobility, and improving roadway safety and reliability for all users, while maintaining or improving the integrity of the current viewshed, airshed, watershed and ecosystem functions of Little Cottonwood Canyon. The EIS will also include a public involvement process so UDOT can proactively work with all stakeholders in a transparent and inclusive process.

Visitation and Impact

Visitations to the Central Wasatch Mountains present the largest impact to the region from an environmental and experiential perspective. This visitation, coupled with low vehicle occupancy rates, are creating vulnerabilities to our water supply, water quality, wildlife populations, native plants, and the quality of our natural environment. We therefore seek to significantly improve transportation operations that increase vehicular occupancy, enhance safety, and provide reliable solutions to mobility that reduce congestion along sensitive canyon corridors. We must both consider options within the S.R. 210 corridor, but perhaps more importantly consider options that dramatically change our behaviors in getting to this corridor. Space to accommodate parking cars within or immediately adjacent to the canyon is extremely limited, hence the need to connect people to the canyons without reliance upon their personal automobiles.

Through analysis completed in the Mountain Accord, it was figured that there are about 5.7 million annual visits to the Wasatch. It was also approximated that about 50,000 people on high use days, are inside the roughly 200 square miles (appx. 130,000 acre) study area. It was further calculated that about 145 acres are consumed by parking areas, and the USFS plan states that parking should not exceed levels approved in 2000. We know that within the area there are high density nodes (ie. ski areas) and low density nodes (ie. Wilderness areas), however our regional visitor density is about 2.6 people per acre on the highest use days. The density in our parking areas on those days is about 350 people per acre.

The effect of a decision that increases the number of people that can visit the canyon also needs careful analysis. The number of people visiting the canyon now is somewhat limited by parking. Both our question and our concern is: to what degree are we going to increase our visitor density? The single biggest impact on the environment is use. It is use and development that have led to the extirpation of native species (both plant and animal), and use and development that have led to the introduction of non-native species. Our watershed managers have noted the impacts to water quality, and quantity, because of human activity, use and development. Moreover, the USFS Plan states:

“The ecosystem management principle of humans as ecosystem components entails tailoring recreation uses to be compatible with other values and sustainable over time. The land has a limited potential to provide recreation opportunities, within a desired experience and social setting. That potential varies, in actual numbers of people, depending on how those people interact with each other and with the environment.”
(WCNF 2003 Revised Forest Plan, pp 2-14, 2-15)

So, while reduction of vehicles in the corridor (and canyons) is a goal we are supportive of, the increase in use that may arise from increased vehicular occupancy or certain modes of mass transit is concerning and should be evaluated. This is because increased number of people at one time will be cause for increase capacity for amenities (from bathrooms to beds or other services). This increase comes at an expense to the natural environment and the experience, and while the USFS Plan supports mass transportation, it is not supportive of additional parking areas on public land. Mass transportation carries with it the potential for greatly increasing visitation. Currently, the Forest Service is conducting a pilot program that allows the Alta Ski Area to take over management of the Albion Basin in the summer due to pressing numbers of visitors. Alta Ski Area plans to run a ski lift on weekends and holidays when parking in Albion Basin is full. Depending on the speed and loading occupancy the number of visitors able to access the basin could far exceed the previous system of using shuttles.

In developed areas, such as ski resorts, we are concerned about increase in visitation driving development. While numerous studies and surveys have found that increased development is undesirable (Wasatch Canyons Tomorrow 94% of people want to see no more development, Salt Lake County watershed survey 64% want less than already exists, 26% want no more development), the current USFS plan suggests that increasing visitation could result in additional development. "Development and modifications at the resorts will continue to be designed to balance the comfortable carrying capacity within each resort, based on latest technologies, use patterns, and existing facilities, within the capabilities of the natural environment and transportation infrastructure" (WCNF Revised Plan, p. 4-161). Will this project facilitate more development in our watershed canyons?

Parking

Some of the actions discussed in meetings have considered creating new parking within the National Forest. It is unclear if these are to be located on or off public land. As mentioned, limiting of parking has been a controlling faction in visitation. The USFS plan currently states, "Protection of watershed conditions will be a primary factor in managing roads, trails and access. In the Tri-canyon area (Big and Little Cottonwood Canyons and Mill Creek) parking capacities of canyon parking lots (ski areas, summer use homes, developed and dispersed recreation sites) will be not exceed 2000 levels unless modification is needed for watershed protection or to facilitate mass transit. Mass transit will be commonly used during winter, reducing crowding and increasing safety for users of the canyons. The Forest Service will work actively with other parties to explore options for reducing private vehicular use within these Canyons" (USFS Revised Plan, pg. 4-160). We believe this is an important land management factor, and are concerned that upending this policy will lead to undesirable conditions and environmental ruin. We support exploring transit, but as we will discuss in the section below,

we feel any additional parking to aid in mass transit, should be located miles away from the mouth of the respective canyons and be analyzed in concert with the desired capacity.

Geographic Focus

The scope of the analysis to look at improvements on S.R. 210 is perhaps the greatest missed opportunity. The aforementioned peak demand is being fed by residents and visitors coming from outside the study area. Currently, the vast majority of visitors utilize personal vehicles to access the area. It is unreasonable to think that the current number of cars can be accommodated within or immediately adjacent (within ¼ mile of the corridor) because of the unavailability of land and the requirements to maintain a high visual aesthetic of the mountainous areas (ie. building vertical parking structures are incongruent with local ordinances and plans governing the entrances of the canyons). This dilemma suggests that the greatest benefit to the canyon environment, experience, not to mention our airshed, would be getting people to Mile 0 of SR-210 (at the intersection of Fort Union Blvd and Wasatch Blvd), without use of their automobiles. Simply increasing the frequency of buses, which currently only deliver approximately 200,000 visitors on an annual basis (at a cost of \$1 million) may very well be the most beneficial use of funds and provide the greatest environmental benefit as it relies on the utilization of existing infrastructure.

Some may question the avalanche hazard, however, according to UDOT's own study (2006 S.R.-210 Study) the increase in the Avalanche Hazard Index (AHI) is tied directly to the stopping of vehicles in slide zones. If we can connect people to Little Cottonwood Canyon, without the use of a vehicle, on a bus, we can remove approximately 26 vehicles from the canyon per bus, thus reducing demand on parking within or near the canyons. If we increase the frequency by allocating \$10 million per year and expand bus service year round, it seems the environmental benefits realized and impact to the region might see the greatest "bang for the buck." Simply put, it seems our transportation issues originate miles away from the mouths of the canyon and this appears to be the root of the issue that needs to be addressed in this EIS. Reducing the number of vehicles on the highway, will help keep traffic moving, thus reducing the AHI.

It is our understanding that the Mountain Accord did substantial analysis on routes that people used to access the canyons, and S.R. 210. It is along these feeder routes that it might be most important to locate parking lots, so in the instance transit is not available from your point of origin (home, hotel, etc), there are several opportunities for you to leave your vehicle and either carpool or utilize transit options.

NEPA Process

It likely goes without saying, but it is critical that all appropriate permits, licenses, and approvals be identified and obtained for an action alternative including but not limited to all city, county, state and federal plans and regulations.

A final observation on the process. The submission of these comments marks the closing of the scoping period. As such, there is not currently a purpose and need. However, a number of alternatives have been published on the project website and in scoping meetings held by the project lead. This is concerning because in the NEPA process actions and alternatives should be developed by the purpose and need, not have the alternatives drive the purpose and need. This may have biased the process, and perhaps is why the transit options since the publishing of the NOI have fallen by the wayside. Not one of the concepts presented represent a transit alternative and are extremely car centric (see images below).



Friends of Alta * League of Women Voters of Salt Lake * Save Our Canyons
Utah Chapter Sierra Club * Wasatch Backcountry Alliance * Wild Utah Project



We are appreciate of the time and openness of the project team and we all look forward to continuing to work with you to help ensure we steward this resource for current and future generations, working to meet the demands we put on this iconic landscape, but not at the expense of water quality, wildlife, plants and the sense of place of these unique canyons. We can't stress enough, that for over 30 years now, local organizations, users, ski areas, adjacent communities have all demanded the simple solution of improved and year round bus service. We hope that this process will give that a fair analysis, and deliver a win that all agree is a necessary step for our respective interests, but also for the integrity of the Wasatch.

Sincerely,

Chris Adams, President, Wasatch Backcountry Alliance

Roger Borgenicht and Ann Floor, Co-chairs of Utahns for Better Transportation

Jennifer Clancy, Executive Director, Friends of Alta

Carl Fisher, Executive Director, Save Our Canyons

Will McCarvill, Chair, Utah Chapter Sierra Club

Ann O'Connell, Natural Resources Chair, League of Women Voters of Salt Lake

Mary Pendergast, Ecologist and Conservation Biologist, Wild Utah Project

COMMENT #: 13324
DATE: 9/3/21 1:26 PM
SOURCE: Website
NAME: Julia Geisler (Salt Lake Climbers Alliance)

COMMENT:

Note: I did not receive confirmation that the SLCA's comments were recorded and received. I've submitted them three times via this portal and also emailed to Josh Van Jura. Please confirm the SLCA's comments have been entered into the Federal Registry.



September 3, 2021

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

**RE: Little Cottonwood Canyon Draft Environmental Impact Statement
Salt Lake Climbers Alliance (SLCA) Comments**

Dear UDOT Project Team:

The SLCA appreciates the opportunity to comment on this DEIS. UDOT and the Forest Service need to conduct much more analysis on the impacts to recreational resources along S.R. 210 in order to satisfy their respective NEPA obligations. The SLCA's focus in this letter is related to climbing resources; however, inadequate consideration is also given to other forms of recreational resources that will be severely impacted. The current DEIS fails to take a hard look at these impacts.

There are much less impactful solutions to adequately address the transportation problem UDOT aims to address in the DEIS. The SLCA 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.

Both of UDOT's Preferred Alternatives will have unacceptable impacts to climbing resources, including the elimination of boulders, parking, and trails, as well as significant impacts to the overall climbing experience.

The Salt Lake Climbers Alliance

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 SLCA 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. The SLCA has invested significant resources in

sustainable recreational infrastructure in LCC—likely the most popular and frequently used climbing destination in the Wasatch, as outlined in our [2021 EIS Relevant Data report](#), SaltLakeClimbers.org

Our comments will address the following points:

- I. Enhanced Bus Peak Period Shoulder Lane (PPSL) Alternative Impacts
 - a. This preferred alternative will result in the unnecessary loss of climbing resources as shown in the SLCA's impact analysis found below. This loss is unnecessary due to the fact UDOT has not considered a reasonable range of alternatives due to its purpose and need statement being too narrow.
- II. Gondola Alternative Impacts
 - a. This preferred alternative will result in the unnecessary loss of climbing resources as shown in the SLCA's impact analysis found below. This loss is unnecessary due to the fact that UDOT has not considered a reasonable range of alternatives since its purpose and need statement is too narrow.
- III. Trailhead Parking Access and Improvements Impacts
 - a. The improvements as proposed by UDOT to the Gate Buttress parking lot would result in a loss of parking while threatening roadside climbing resources and access trails.
- IV. Inadequacy of DEIS scope
 - a. The purpose and need statement is too narrowly defined and consequently is unduly constraining the range of alternatives being considered.
- V. United States Forest Service (USFS) specific issues
 - a. The USFS fails to meet its NEPA obligations by making decisions based on a Forest Plan that is nearly 20 years old.
 - b. The USFS's concurrence on 4(f) designations related to climbing resources is inconsistent with its previous actions related to climbing in lower LCC, 4(f) regulations, and guidance and needs to be reconsidered by the Forest Service.

LCC Climbing History

LCC contains arguably the most important climbing resources in the Wasatch Front—a region that houses one of the most active and influential climbing communities in the United States. As such, the SLCA has invested approximately half a million dollars in sustainable recreation infrastructure projects in LCC since 2014, including construction of the Alpenbock Loop Trail and Gate Buttress climbing area in the lower canyon. This

monetary investment does not account for the hundreds of volunteer labor hours that made such infrastructure improvements possible.

Public access is a requirement of money invested in these projects from the Utah Office of Outdoor Recreation Infrastructure Grant as well as the Recreational Trails Program Grant. The SLCA was awarded the Governor's Office of Economic Development's 2017 Utah Office of Outdoor Recreation Summit Award for the Alpenbock Loop Trail.

This summary illustrates the immense value of LCC climbing resources:

- An estimated 30,000 Wasatch Front climbers likely use LCC climbing resources.
- Ninety-eight percent of surveyed climbers say that access to climbing is important in their decision to live in Utah, with almost one in three rating it as "very" or "extremely" important.
- LCC is likely the most popular climbing destination in the Wasatch, as 88% of surveyed climbers indicate they like to climb there. It is also likely the most frequently used climbing destination in the Wasatch, as more than half of surveyed climbers use it multiple times a month during the climbing season.
- Trail counter data illustrate the popularity of the resources where SLCA has invested much of its time and resources. A total of 50,848 trail uses were logged from early May 2020 to the first few days of July 2021 at the Gate Buttress climbing area, while 41,150 trail uses were logged June 2020–July 2021 on the Alpenbock Loop Trail.

Technical rock and ice climbing in LCC has occurred for over 70 years and is one of the most heavily visited climbing areas in North America. Climbing occurs not only on the rocks faces but also on the numerous "boulders" throughout the canyon, many of which are located in close proximity to SR 210. (Bouldering is a form of rock climbing that is performed on small rock formations but without the use of climbing gear.)

Climbers from all over the world travel to LCC to experience its unique climbing opportunities. In 1988, the first-ever climbing competition was held in LCC at Snowbird. Thirty years later, it was the training grounds for a medal-winning Olympic athlete. In between, numerous other climbers who have gone from local to international prominence began climbing in LCC.

Usage of LCC by climbers continues to increase and is one of the fastest growing recreational sports regardless of social or economic status and brings a significant economic benefit. Climbers use the canyon year-round, ice climbing during the coldest winter months.

I. Impacts Analysis

Enhanced Bus Peak Period Shoulder Lane (PPSL) Alternative

The SLCA does not support roadway widening in LCC as outlined in the Enhanced Bus PPSL Alternative because of the impacts to and elimination of climbing and other recreational resources.

Boulders located within areas of roadway widening would be removed, destroyed, or buried by fill. Newly built trail segments lost to hillside cuts would be rerouted. Roadside parking would be incompatible with the PPSL and would be eliminated throughout the canyon. The lack of roadside would add pressure and congestion in and around an improved, but lower capacity, Gate Buttress parking lot as well as the recently completed Grit Mill parking lot.

While UDOT has made efforts to draft impact areas away from popular bouldering areas and some boulders with historic quarry marks will be afforded cultural resource protections, there is still the risk of proximity impacts to all boulders within 15 feet of impact areas. Further, UDOT has not committed to preserving boulders adjacent to impact areas as the extent of cut and fill may be expanded to stabilize slopes and accommodate infrastructure.

Proximity impacts could make some boulder routes (called "problems") or descents more dangerous without specific mitigations. Objective hazards, such as piles of construction debris and fill may partially bury boulder problems and block landing areas. And new retaining walls or steep cuts above the roadway could make landings unsafe or impractical.

Temporary impacts over multiple seasons of construction will be significant. The roadway closures, parking and trailhead closures, construction traffic, noise, and dust will coincide with peak climbing seasons in LCC.

The number of climbing boulders impacted by road widening totals 29 boulders and 131 problems, since one boulder can have numerous climbing routes. This is calculated with a 15-foot proximity buffer from the edge of the roadway widening data provided in the DEIS. This data represents known impacts; additional impacts may exist, and further analysis needs to be conducted.

Gondola Alternative

The SLCA does not support the gondola alternative as it does not serve the transportation needs of all users throughout the canyon as defined in the Purpose and Need statement:

UDOT intends to improve the transportation-related commuter, recreation, and tourism experiences for all users of S.R. 210 through transportation improvements that improve roadway safety, reliability, and mobility on S.R. 210.

In addition, the gondola would create unacceptable visual and noise impacts throughout the canyon that negatively affect the climbing experience.

Further, the DEIS lacks analysis on the impacts to dispersed recreational resource elimination and access limitations posed by the easements for the gondola towers. The DEIS lacks analysis on the temporary and permanent construction impacts associated with this alternative. Slope destabilization, erosion, etc. resulting from gondola construction may limit access or otherwise render climbing resources within the gondola alignment unusable by climbers.

Boulders and boulder problems impacted by the gondola plan total 35 boulders and 142 problems. This includes:

- Four boulders and 10 problems inside the lower LCC park & ride station footprint.
- 23 boulders and 79 problems underneath the gondola alignment.
- Eight boulders and 53 problems inside the gondola easement.

This data represents known impacts. Additional impacts may exist, and further analysis needs to be conducted.

Trailhead Parking Access and Improvements

The SLCA supports and has made trailhead improvements to the Gate Butress parking area as part of its lease with The Church of Jesus Christ of Latter-day Saints, including building the 5-Mile Trail, in an effort to eliminate roadside parking. However, the parking area improvements as proposed for the Gate Butress parking lot would severely limit parking, while threatening roadside climbing resources and access trails. The SLCA supports modest improvements to this lot with an emphasis on maintaining the current level of parking.

The Gate Butress, Grit Mill, and Lower LCC Park and Ride parking lots are used year-round by climbers. As such, the DEIS must fully consider dispersed recreation sites and the public transit needs associated with them in the DEIS analysis, especially because climbing is increasing in popularity. These needs include the parking lots being open year-round and plowed during the winter.

Snow Sheds

The SLCA supports snow sheds as an effective means to mitigate avalanche exposure to SR 210. However, this alternative will affect access to a prominent boulder, The Wall.

The SLCA proposes that trails be built from existing trailheads to minimize impact to this resource. See Proposed Solutions below.

Cog Rail

While the SLCA has not included a detailed impact analysis on how a cog rail will impact climbing resources, the SLCA's preliminary assessment is that the cog rail would be more impactful and detrimental to climbing resources than either of the two Preferred Alternatives. Consequently, the SLCA does not support the cog rail as an alternative that should be further considered or implemented.

Summary

The preferred alternatives of road widening, a gondola, and the cog rail will impact the landscape, and therefore overall climbing experience in the canyon. Additionally, trailhead improvements, and snow sheds will impact access by limiting parking and removing existing climbing access trails.

The following list comprises some of the popular boulders that would be at risk of being unclimbable or removed based on current DEIS data.

Roadside Boulder
Copperhead Boulder
Jack's Boulder
Holy Boulder
Split Boulder
Syringe Boulder
Everybody's Boulder
Standard Overhang Boulder
Red Patina Boulder
Between the Boulders
Sean John Boulder
Campus Boulder
The Wall

Proposed Solution: Enhanced Bus Without Roadway Widening

The alternative to consider buses only without roadway widening, which was considered but not analyzed in detail, should be fully considered and include dispersed recreation transit needs.

To note: the current gondola and roadway widening analysis incorrectly requires more private vehicles to be removed from the road than is justified. Typical winter peak hour averages 1150 vehicles per hour. Without justification, UDOT states that travel is compromised at around 900-1000 vehicles per hour. If justified, using a value ~950

vehicles per hour requires reducing ~200 vehicles per hour from the peak hours as shown in Figure 1.4-8 on the DEIS, which can be considered to be representative of the current peak hour traffic flow. A reduction of 200 vehicles per hour is 17% of the traffic for the current peak whereas UDOT arbitrarily proposes a 30% reduction. Even with growth, which will be limited because the parking is already at capacity and the resorts are nearly at skier capacity, the 30% proposed reduction is not justifiable.

Removing 200 vehicles per hour with 2 people per vehicle requires 10–40 person buses per hour which would equate to a 6-minute headway. UDOT deems 5-minute headway being acceptable; therefore, the bus-only alternative should be fully considered.

The SLCA believes that a less impactful alternative that combines enhanced bus service with tolling and other traffic mitigation strategies must first be implemented. Such an alternative could potentially eliminate the need for roadway widening. Increased bus service will also allow for analysis of its impact on peak traffic utilizing an adaptive management approach before permanent changes are made to the canyon's landscape.

While snow sheds do impact access to climbing resources, the SLCA does support this alternative, but requests that access to these resources be maintained by the addition of access trails from the White Pine trailhead.

II. Legal Deficiencies of DEIS and Proposed Decisions to be Implemented by UDOT and Forest Service

Summary

The Forest Service comes nowhere close to meeting its NEPA obligations in seeking to base its decisions related to the proposed action on the DEIS and the 2003 Revised Forest Plan: Wasatch-Cache National Forest (Forest Plan) that is nearly twenty years old. Neither document contains sufficient analysis of the impacts associated with the proposed alternatives in the DEIS for the Forest Service to make an informed decision on alternatives that, if selected and implemented, will have irreversible impacts on the invaluable climbing resources that currently exist in LCC. Furthermore, the Forest Service's proposed approach to adopt amendments to the Forest Plan is in contravention to its statutory responsibilities.

The Purpose and Need Statement is Too Narrow

The purpose and need statement is too narrowly crafted in the DEIS and the result is that the DEIS is an inadequate NEPA document by which a reasonable range of alternatives is considered.

First, the purpose and need statement seeks to address transportation issues on S.R. 210 on peak travel times caused by skier traffic during certain winter peak times. In crafting

the purpose and need statement in such a way, the DEIS fails to give adequate consideration to much less impactful alternatives to address the problem of peak travel times caused by skier traffic. UDOT asserts that in addressing the peak travel problems, the Preferred Alternatives will address transportation issues that exist outside of these peak travel periods. Such a statement is a tautology; of course, implementing an alternative that addresses this very temporal problem will address transportation issues when S.R. 210 is not facing mobility difficulties caused by skier traffic not occurring at those times.

Second, in crafting the purpose and need statement solely to S.R. 210 congestion issues, UDOT fails to adequately consider a full range of alternatives. For example, if the purpose and need statement had a broader geographic scope than S.R. 210, UDOT would appropriately examine other alternatives that may sufficiently eliminate, with much less impact, transportation issues during this very temporal period in the winter. As suggested by the SLCA, increased bus service is an alternative that should first be analyzed and then implemented by UDOT and other stakeholders, like UTA, to assess how such an alternative addresses this problem. Taking such an adaptive management approach is the way in which both UDOT and the Forest Service should approach a decision of the magnitude at issue in this DEIS. Instead, the purpose and need statement along with the geographic scope of the DEIS precludes such a thorough analysis. NEPA requires a much more careful approach that is being taken in the DEIS; UDOT should revise its purpose and need statement and truly reconsider less impactful alternatives after it has produced and provided an opportunity for public comment in a legally defensible purpose and need statement.

Third, the purpose and need statement, by virtue of primarily focusing the problem on skier-caused traffic on S.R. 210, forces a range of alternatives that is wholly unreasonable and will not pass judicial scrutiny. The DEIS identifies two preferred alternatives that will both result in limiting recreational opportunities at the expense of many user groups (not just climbers) while disproportionately benefiting one user group: resort skiers. Identifying the problem to be fixed as the peak skier days on S.R. 210 fails to strike a balance on the actual usage of S.R. 210 on a 365 day basis, and, as result, climbers are disproportionately impacted and severe environmental justice equities arise by fixating on a problem caused by one user group (resort skiers). When we think about the climbing usage in LCC from a sustainability and accessibility standpoint, it is impossible to see that UDOT and the Forest Service are properly evaluating less impactful alternatives. Again, if the purpose and need statement were not so narrowly designed to address a skier-caused transport issue, then an adequate NEPA analysis could be performed to reach a reasonable and legally defensible transportation solution.

Fourth, the need is drafted in such a way to limit the range of acceptable alternatives; this is evidenced in the selection of the two preferred alternatives. These two

alternatives are identified as the preferred alternatives by meeting desired outcomes in 2050 for S.R. 210. While it is understandable to plan for future transport conditions on S.R. 210, there is no accompanying analysis to determine whether the effects on LCC that are likely to occur by improvements associated with the Preferred Alternatives are sustainable for the lands under management by the Forest Service. The DEIS identifies that LCC visitations are estimated to increase from 2.3 million/year in 2013 to an estimated 3.1 million by 2050.¹ Before the Forest Service can make a legally supportable decision related to this DEIS, the Forest Service is legally required to analyze whether such a visitation increase is sustainable on Forest Service resources, including but not limited to skiing and climbing resources, in LCC. The failure to take a hard look at these impacts by the Forest Service is arbitrary and capricious decision-making. Furthermore, when two agencies' independent decisions are required in order to implement a proposed action, such as the alternatives under consideration in the DEIS, the agencies are to coordinate to ensure the NEPA document analyzes the requisite impacts so both agencies can meet their statutory requirements to render a decision. Here, there is deficient analysis for the Forest Service to render a decision, and, again, should the Forest Service fail to undertake a robust analysis on these 2050 impacts, then any Forest Service decision will be arbitrary and capricious and a failure of its NEPA obligations to take a hard look at the proposed impacts of the proposed transport solutions proffered by UDOT.

Environmental Justice Issues Not Adequately Addressed

UDOT has failed to adequately respond to the manners in which its transportation proposals perpetuate environmental marginalization of already vulnerable Wasatch Front residents. In short, UDOT's proposals impose additional barriers to accessing upper LCC during the winter in the form of public transit fare and private vehicle tolling. Such costs disproportionately burden lower income communities, making it harder for them to access popular and valuable environmental amenities. Furthermore, the proposals will negatively impact the types of outdoor recreation most available to lower income and minority community members.

It's important to note that UDOT's LCC transportation plan takes place in a region with documented environmental injustices in the form of increased exposure to environmental hazards and disproportionate barriers to environmental amenities that are experienced daily by lower-income residents, Black, Latino/a/x, Pacific Islander, and Native residents, and other disadvantaged communities. For example, not only do Salt Lake valley neighborhoods of color and/or lower income have less tree cover than their whiter, wealthier counterparts (see Mendoza et al., 2020, *Urban Science*)—they also

¹ DEIS at 1-30.

feature parks characterized by poorer maintenance and fewer desirable amenities (Chen et al., 2019, *Landscape Ecology*).

Importantly, such disparities extend to transportation and public transit. Public transit along the Wasatch Front serves the everyday needs of wealthy residents over those of marginalized communities (Farber et al., 2016, *Travel Behavior & Society*). And Wasatch area residents of color have fewer transportation options to access outdoor recreation destinations, such as state parks and national forests, when compared to white residents (Park et al., 2021, *Urban Forestry & Urban Greening*). UDOT's proposals thus contribute to the environmental injustices which marginalized Utahns already suffer.

The lack of depth in UDOT's consideration of lower income and otherwise disenfranchised residents is evident in three central flawed assumptions or assertions made in the DEIS.

First, UDOT claims that environmental justice concerns are alleviated (at least in part) by the fact that tolling is required only for the upper canyon. The underlying assumption is that lower-income individuals do not wish to access the upper canyon/will not want to in the future. Given that the upper canyon houses not only ski resorts but also the canyon's most popular backcountry areas (e.g., the "Emmas," Grizzly Gulch; see Wasatch Backcountry Alliance trail counter data), this is certainly an incorrect assumption. We should collectively facilitate—not impede—disadvantaged residents' use of the accessible backcountry terrain that the upper canyon offers for lower-cost winter recreation, such as snowshoeing and sledding, as well as backcountry skiing and snowboarding, and (of course) downhill skiing at the resorts.

Second, although the DEIS implicitly recognizes the inequitable impacts of tolling on disadvantaged canyon visitors, it maintains that lower-cost transit options nullify any "adverse impact" to marginalized populations. Simply stated, UDOT's solution to the barrier of tolling for marginalized residents is "they can take the bus/gondola." Of course, this ignores the fact that transit fare remains an imposed burden for under-resourced residents. Perhaps more importantly, it seems to accept that proposals which limit marginalized residents' *de facto* transportation options are inequitable by design. A structurally inequitable transportation solution that narrows the options of disadvantaged residents while increasing the options of the most privileged is a textbook example of environmental discrimination—and would be cited as such.

Third, as we outline throughout these comments, UDOT's preferred LCC transportation alternatives would facilitate transportation to ski areas at the expense of access to, and experience in, dispersed recreation such as hiking, bouldering, snowshoeing—precisely the types of outdoor recreation that empirical evidence shows are more accessible to marginalized residents. In this way, UDOT's DEIS proposals threaten what environmental justice scholars refer to as a "double whammy" for marginalized

residents wishing to recreate in LCC: they impose financial barriers to the valuable environmental amenities of the upper canyon, while negatively impacting the more accessible environmental and recreation options of the lower canyon.

To be clear, SLCA supports traffic mitigation strategies such as tolling, but only when the design of such interventions reflects a thorough and nuanced consideration of the environmental justice implications as they pertain to our most vulnerable community members.

The Forest Plan is an inadequate NEPA document for the Forest Service to make an informed decision.

The Forest Plan was adopted in 2003 and has undergone several amendments since adoption. The Planning Rule adopts a 15-year planning cycle for reviewing Forest Plans. The Forest Service proposes undertaking several Forest Plan amendments in order to implement the Preferred Alternatives; such an approach fails to meet its obligations under the Planning Rule. Specifically, the Forest Service has not adequately assessed the current conditions within the Forest to be able to make an informed decision on how the preferred alternatives will impact the climbing resources.

The Forest Service purports that the analysis in Chapter 28 setting forth proposed amendments to the Forest Plan satisfies its obligations under the Planning Rule. The Forest Service is failing to meet its obligations under the Planning Rule and NEPA. Specifically, the Forest Service is merely looking at the amendments necessary to allow the proposed alternatives to be implemented if selected so doing so is not “inconsistent” with the Forest Plan. Such a shallow approach is not permissible by the Planning Rule or NEPA.

NEPA requires that an agency take a hard look at the proposed action and how it would impact certain resources under its purview. The Multiple Use Sustainable Yield Act requires the Forest Service to assess impacts to recreational resources associated with the proposed actions if implemented. The Forest Service fails to undertake an analysis that meets its NEPA obligations on how climbing resources would be impacted by the two preferred alternatives. In the absence of the Forest Service conducting such analysis, the SLCA has identified the severity of the impacts associated with implementing the preferred alternatives; the Enhanced Bus Alternative will significantly impact 131 bouldering problems while the Gondola Alternative will significantly impact 142 boulder problems. More analysis of the impacts to climbing resources is required in order for the Forest Service to meet its legal obligations under NEPA and the Planning Rule. The tunnel vision approach taken by the Forest Service also demonstrates the failure to assess the cumulative impacts of allowing the preferred alternatives to be implemented.

Cumulative Effects Analysis to Climbing Resources in Wasatch Front is Needed

When the Forest Service is considering the elimination and disturbance of climbing resources associated with the preferred alternatives, a cumulative effects analysis should be conducted to understand what reasonably foreseeable impacts are likely to result from implementing the preferred alternatives. For example, the Forest Service should determine whether climbers will become more reliant on other climbing resources, leading to increased impacts to those resources. Further, the Forest Service should analyze how such impacts should be mitigated. Such an inquiry reveals how the scope of the DEIS is far too narrow, because a credible cumulative effects analysis would carefully examine increasing pressure to adjoining canyons (Big Cottonwood and Parley's canyons, etc.). It is reasonably foreseeable that such impacts will occur if either of the preferred alternatives are implemented—yet no such analysis exists in the DEIS. Moreover, the Forest Service must analyze such impacts in order to understand how other climbing resources will be impacted within the Wasatch-Cache National Forest. The Forest Service's approach of merely adopting amendments to the Forest Plan to accommodate the preferred alternatives falls woefully short of meeting its NEPA obligations—a much deeper analysis of the direct, indirect, and cumulative impacts of the preferred alternatives is required. Meeting its obligations necessitates conducting at the very least a revision to the Forest Plan—not surgical amendments to accommodate UDOT proposed outcomes.

Duty to Examine Less Impactful Alternatives

The Forest Service further fails to meet its NEPA obligations by not analyzing reasonable forms of mitigating impacts to climbing resources by examining less impactful alternatives to the two preferred alternatives. The purpose and need statement too narrowly constrains the range of alternatives. The DEIS really seeks to address a transportation problem that occurs during limited times within the year. To this point, UDOT's purpose and need statement is too narrowly defined and the result is that the range of alternatives is too limited. The Forest Service cannot absolve itself of its NEPA obligations by virtue of UDOT being the lead agency and as lead agency too narrowly constrained purpose and need statement.

The Existing Forest Plan is Inadequate under the Planning Rule and the DEIS Fails to Remedy Any of the Existing Forest Plan's Deficiencies

Under the 2012 Forest Service Planning Rule (Planning Rule), the Forest Service is obligated to follow certain protocols with respect to the Forest Plan to ensure the

continued adequacy and fidelity to use the Forest Plan to make informed decisions. The Forest Service has failed to follow these protocols and consequently cannot rely on the Forest Plan to make any informed decision on the proposed action. Specifically, the Planning Rule requires the Forest Service to approach forest planning utilizing a three-part learning process of (1) assessment; (2) plan development, or plan revision, or amendment; and (3) monitoring.

The Forest Service asserts that it can make surgical and superficial amendments to its Forest Plan to accommodate the Preferred Alternatives. However, the Forest Service has failed to meet its obligation under the Planning Rule to conduct monitoring; more specifically, the Forest Service has not analyzed the current use of climbing resources in the areas impacted by the Preferred Alternatives. The SLCA's monitoring provides a glimpse into how significant these climbing resources are to the local climbing community. As noted in the Impacts Analysis, 50,848 trail uses were logged from early May 2020 to the first few days of July 2021 at the Gate Butress climbing area, while 41,150 trail uses were logged June 2020–July 2021 on the Alpenbock Loop Trail. While the SLCA appreciates the Forest Service may be resource constrained in its abilities to conduct monitoring, the Forest Service is not absolved of its legal obligations under NEPA to 'look before it leaps' or its obligations under the planning Rule in making a decision of the magnitude at issue with either of the Preferred Alternatives. Until more thorough monitoring is undertaken and analyzed, any decision by the Forest Service on the Preferred Alternatives will be legally deficient.

The Forest Service has Failed to Analyze How the Preferred Alternative May Impact Multiple Use Requirements pursuant to 36 CFR 219.10

The Forest Service has not balanced recreational uses properly given the preferred alternatives seek to address a very temporal problem that will address the needs of resort skiers to the detriment of many other recreational users. There is no evaluation of balancing the impacts to recreational uses in the DEIS. In absence of such balancing, the Forest Service fails to meet its obligations under 36 CFR 219.10.

Forest Service's 4(f) Concurrence is Inconsistent with Regulation and Past Forest Service Decision in LCC

The Forest Service issued a letter on September 15, 2020 (4(f) Letter)² *determining* that certain boulders do not qualify for protection under 4(f) of the U.S. Department of Transportation Act of 1996. The SLCA formally requested that the Forest Service reconsider its determination that these boulders are undeserving of 4(f) protections; no

² Appendix A to Chapter 26A of DEIS (available at: https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2021/06/LCC_DEIS_26A_Climbing_Boulders.pdf).

formal response to the SLCA's request for reconsideration was received from the Forest Service.³ The SLCA renews its request that the Forest Service reconsider its determination. For the following reasons, the Forest Service should conclude that these boulders warrant 4(f) protections under the applicable regulations and based on the Forest Service's previous determinations on the significance of these boulders as significant recreational resources.

The Forest Service previously identified the significance of these climbing resources in its *Draft Decision Notice and Finding of No Significant Impact Grit Mill and Climbing Master Plan Project* (Climbing Master Plan FONSI). The Climbing Master Plan FONSI states: "[t]he area surrounding the Grit Mill in lower LCC (LCC) is an invaluable recreational resource on the Wasatch Front and has been actively used by climbers and other recreationists for over fifty years." The trail envisioned by the Climbing Master Plan FONSI, the Alpenbock Loop Trail, has been constructed after considerable coordination and fundraising by the SLCA in coordination with the Forest Services, grants from the Utah Office of Outdoor Recreation, Recreational Trails Program grants, and other local stakeholders. Notably, the Climbing Master Plan FONSI identified climbing boulders that the Forest Service now says are not deserving of 4(f) protections, such as the Secret Garden.⁴ Meanwhile, the Alpenbock Loop Trail was determined to be deserving of 4(f) protections in the DEIS.

It is logically inconsistent for the Forest Service to have enabled the Alpenbock Loop Trail as part of the Climbing Master Plan FONSI in large part to provide improved and more sustainable access to these boulders and now for the Forest Service to *determine* that a set of boulders such as the Secret Garden are not recreationally significant to deserve 4(f) protections. The Forest Service's 4(f) Letter merely states these boulders are not significant and "are not specifically managed, protected, or otherwise designated in the Forest Plan as a significant recreation resource." This assertion runs contrary to the Climbing Master Plan FONSI, whereby the Forest Service adopted an amendment to the Forest Plan in order to enable the sustainable and improved management of these "invaluable" climbing resources. Moreover, considerable resources of both the SLCA and Forest Service have been brought to bear in order to make the Alpenbock Loop Trail and these climbing resources that are accessed via the Alpenbock Loop Trail a sustainable and very significant recreational opportunity under the Forest Service's management. The SLCA's trail counter data identifies the usage on the Alpenbock Loop Trail (41,150 trail uses were logged between June 2020-July 2021). Some of the uses

³ A Forest Service representative relayed to the SLCA via a phone call on February 18, 2021 that Forest Staff believed that climbing resources do not meet the requirements for 4(f) protections but no additional supporting rationale has been provided.

⁴ See Figure 1: Alternative 2—Proposed Action (figure identifying Secret Garden and Cabbage Patch bouldering areas).

were surely just hikers utilizing the trail itself while climbers utilize the trail to access boulders throughout the area such as the Secret Garden or the Cabbage Patch.

The Forest Service's *determination* that these bouldering areas do not deserve 4(f) protections while the Alpenbock Loop Trail does deserve 4(f) protections is without support in the Forest Service's previous decision making in the Climbing Master Plan FONSI; its implementation and management of the Climbing Master Plan FONSI; and the actual usage of these bouldering resources based on the data. For these reasons, the Forest Service should rescind its 4(f) letter and the impacts associated with the Preferred Alternatives need to be reconsidered with these climbing resources being afforded their appropriate 4(f) protections.

The Gate Buttress Climbing Area is a 4(f) Resource and Additional 4(f) Analysis is Required under the DEIS

The DEIS fails to correctly identify the Gate Buttress as a 4(f) resource thus fails to do a proper 4(f) analysis to the potential impacts to this resource. The DEIS, in passing, states the Gate Buttress is "located on private land and is not considered a 4(f) resource."⁵ This passing analysis is insufficient and wrong. Federal Highway Administration guidance does not preclude a 4(f) designation merely based on private land ownership. The Gate Buttress meets the requirement for a 4(f) designation: (1) public ownership; (2) open to the public; (3) major purpose must be for park, recreation, or refuge activities; and (4) significant as a park, recreation area, or refuge."⁶ The Gate Buttress meets all four criteria. On public ownership, the SLCA and the Church of Jesus Christ of Latter-day Saints have entered into a long term recreational lease agreement for this resources and the SLCA has been managing this climbing area; this parcel of land is free and open to the public and has been managed as a recreation resource—trail improvements and belay areas have been sustainably developed by the SLCA in order for this climbing resource experience to be preserved for future generations. Federal Highway Administration guidance makes clear that "public ownership" for the purposes of a 4(f) designation can be established by a lease agreement such as recreational lease agreement between the SLCA and the Church of

⁵ DEIS Chapter 26; p.26-30.

⁶ Defining criteria for Section 4(f) properties; available at: https://www.environment.fhwa.dot.gov/env_topics/4f_tutorial/properties_parks.aspx; see also *Section 4(f) Policy Paper*, Office of Planning, Environment and Realty Project Development and Environmental Review, July 20, 2012 (Questions 1B **Can an easement or other encumbrance on private property result in that property being subject to Section 4(f)?** and Question 1C: **When does a lease agreement with a governmental body constitute public ownership?**) available at: <https://www.environment.fhwa.dot.gov/legislation/section4f/4fpolicy.aspx>.

Jesus Christ of Latter-day Saints.⁷ The SLCA's trail counting data clearly demonstrates the significance of the Gate Buttriss as a recreation resource, and its significance will only continue to grow as climbing's popularity increases due to certain factors like climbing gyms cultivating new interest in the sport as well as climbing's debut in the Olympics this summer. Both of the two Preferred Alternatives will have adverse impacts to this 4(f) resource. The Gate Buttriss area, given climbers have frequented this area since the 1930s, is a 4(f) resource by virtue of its historical and cultural significance.

Proper Designation and Analysis of Impacts to 4(f) Climbing Resources Eliminates From Further Consideration the Two Preferred Alternatives

Once the Forest Service has corrected its 4(f) determinations and the Gate Buttriss Climbing Area is properly designated as a 4(f) resource, UDOT will need to reanalyze the alternatives under consideration. As illustrated above, the bouldering resources in LCC are 4(f) resources, despite the Forest Service's arbitrary and capricious 4(f) Determination. A reevaluation of the preferred alternatives that takes into consideration these 4(f) resources will eliminate these alternatives as alternatives from further consideration. Such reconsideration, when done correctly, will reveal an adverse impact to these 4(f) resources, because even when climbing boulders have not been destroyed by implementing one of the preferred alternatives, the overall recreational experience will be adversely affected. For the gondola alternative, the bouldering experience will be adversely affected by the viewshed and noise impairment associated with both the construction and operation of the gondola. The law requires that if there is a prudent and feasible alternative then that alternative is to be considered and alternatives, such as the two Preferred Alternatives, with adverse effects to 4(f) resources (the Gate Buttriss Climbing Area and boulders connected by the Alpenbock Loop Trail) be eliminated from further consideration.

Conclusion

The SLCA appreciates the opportunity to comment on this DEIS. UDOT and the Forest Service need to conduct much more analysis on the impacts to recreational resources along S.R. 210 in order to satisfy their respective NEPA obligations. The SLCA's focus in this letter is related to climbing resources; however, inadequate consideration is also given to other forms of recreational resources that will be severely impacted. The current DEIS fails to take a hard look at these impacts.

There are much less impactful solutions to adequately address the transportation problem UDOT aims to address in the DEIS. The SLCA strongly encourages that a new,

⁷ *Id.*

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.

To reiterate aspects of an alternative that the SLCA would support, those aspect are as follows:

Enhanced bus service (including an emphasis on electric bus service);
Enforcement of existing traction laws;
Demand side traffic management;
Tolling (recognizing the SLCA does not believe the DEIS gives adequate consideration to environmental justice issues created by tolling); and
Snowshed construction.

While the SLCA recognizes the DEIS discusses the potential for a phased implementation of certain alternatives, the SLCA does not support the selection of an alternative that will permit the physical alteration of S.R. 210. It is much too soon for such a decision by either UDOT or the Forest Service prior to first selecting a less impactful alternative. Both UDOT and the Forest Service are both legally obligated to take an approach that adheres to principles of adaptive management; whereby, both agencies take careful steps to begin addressing the transport problems on S.R. 210, learn from those initial steps, and carefully reassess before moving forward. UDOT is required by law to select a less impactful alternative as UDOT has not established that an alternative utilizing the above aspects identified by the SLCA will not adequately address the S.R. 210 transportation problem. Furthermore, the Forest Service is legally not permitted to allow for the two Preferred Alternatives to go forward for the reasons discussed herein.

The SLCA sincerely requests that UDOT and the Forest Service reconsider the hasty approach being proffered in the two Preferred Alternatives and eliminate those alternatives as well as the Cog Rail Alternative from further consideration in the next phase of this process.

Sincerely,
Julia Geisler



Executive Director

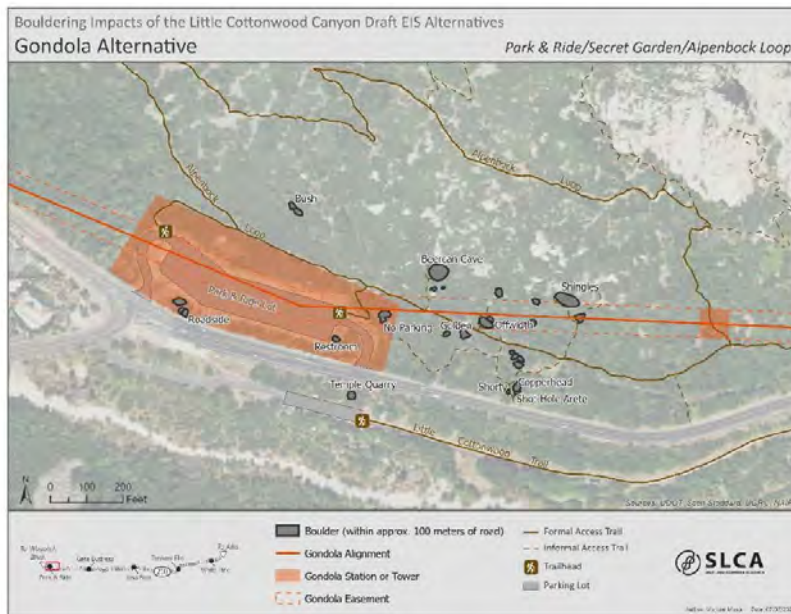
SLCA

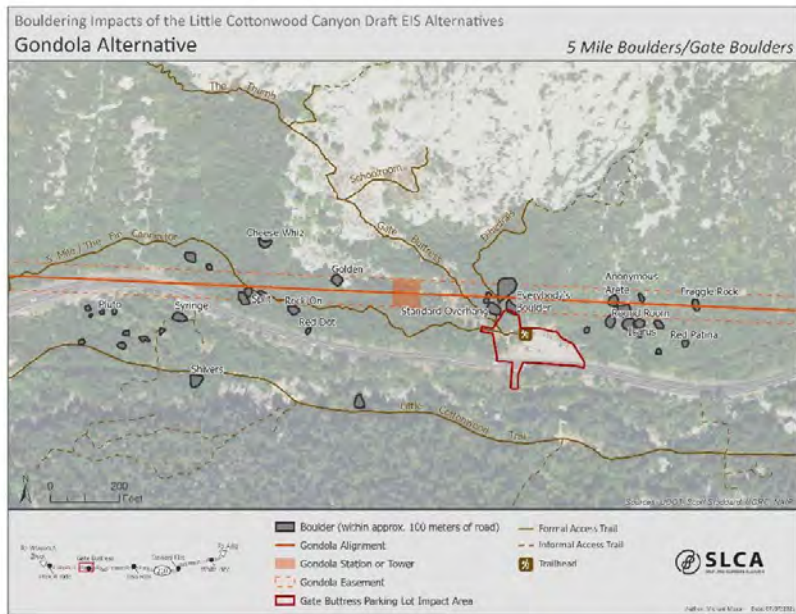
CC: Dave Whittekiend, USFS

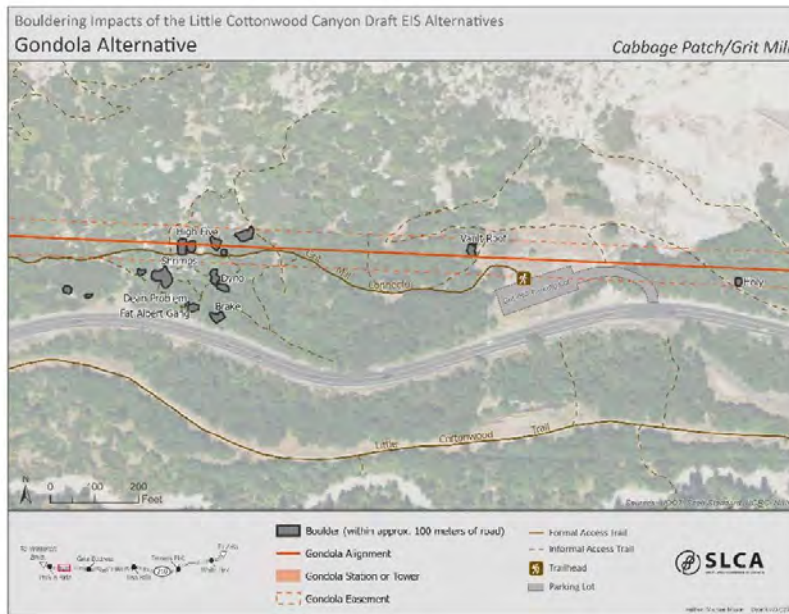
Robert Bonnie, USFS
Chris French, USFS
Jennifer Napier-Pearce, Office of Governor Spencer J. Cox

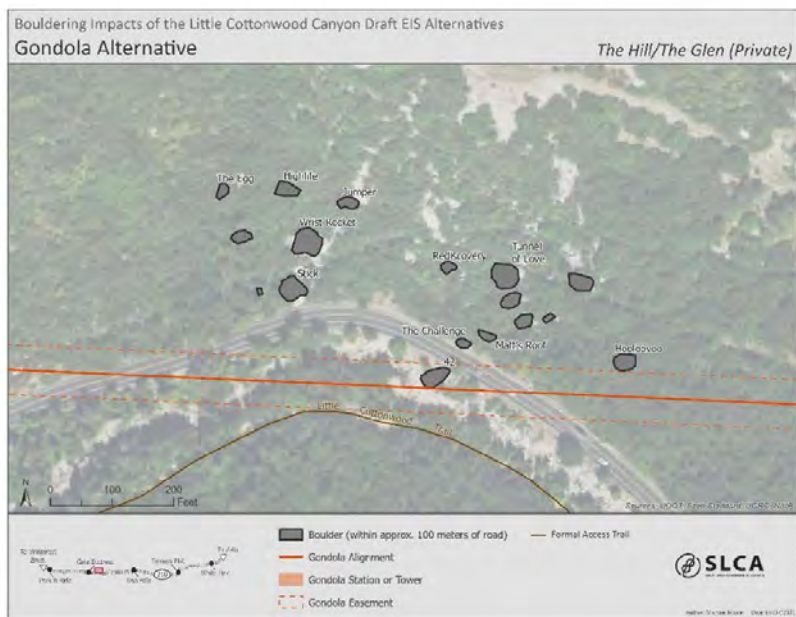
Impacted Resource Map Overlays

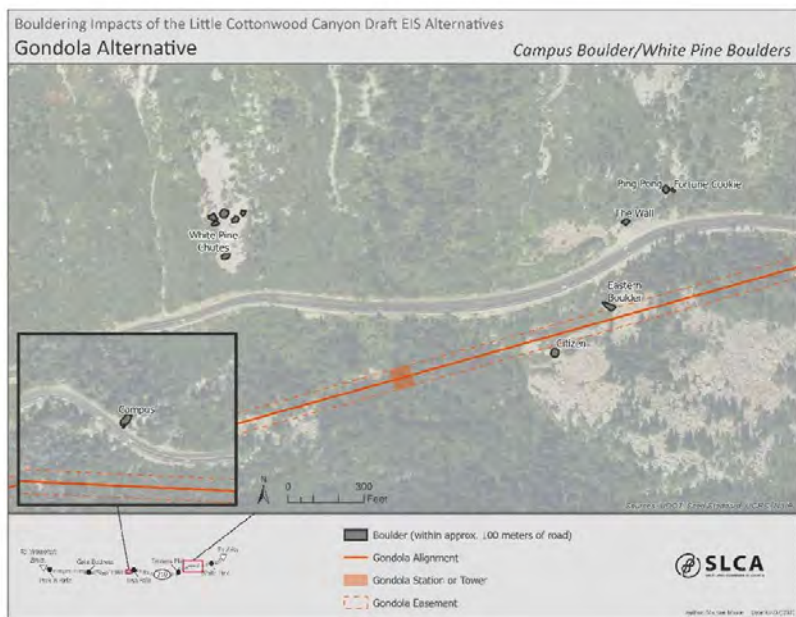
Overview: This series of maps shows the potential impact of the EIS draft alternatives on climbing boulders in LCC. Data for the draft alternatives were created by manually digitizing locations from georeferenced screenshots (May 16th, 2021) of UDOT's draft alternatives interactive map. Due to normal inaccuracies associated with this workflow, minor errors in the precise location of these data are expected. These data are also subject to change as the EIS process moves forward. Bouldering data were provided by a private party as a georeferenced image and features were digitized manually. Only boulders within approximately 100-125 meters of the road surface were provided, so these maps do not reflect the full extent of bouldering in the canyon. Additional analysis needs to be undertaken to understand the full impacts to climbing resources.

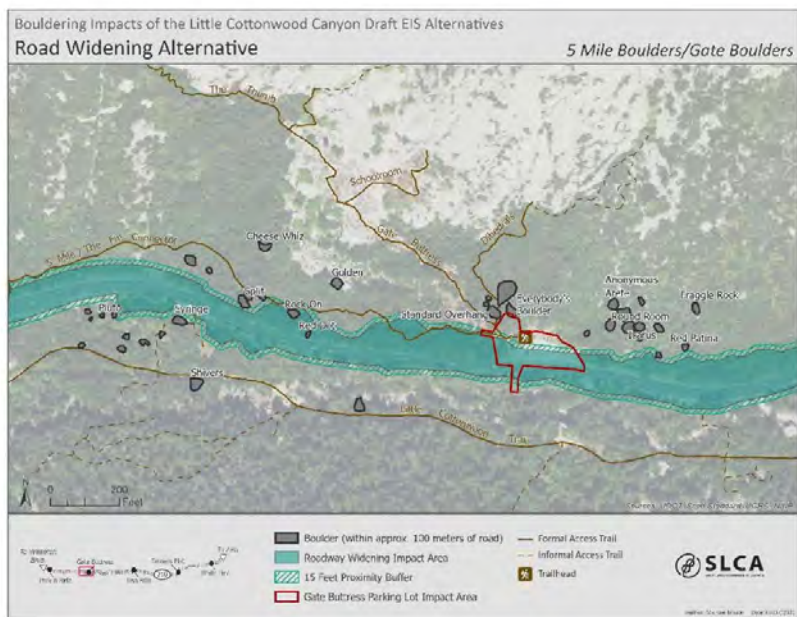


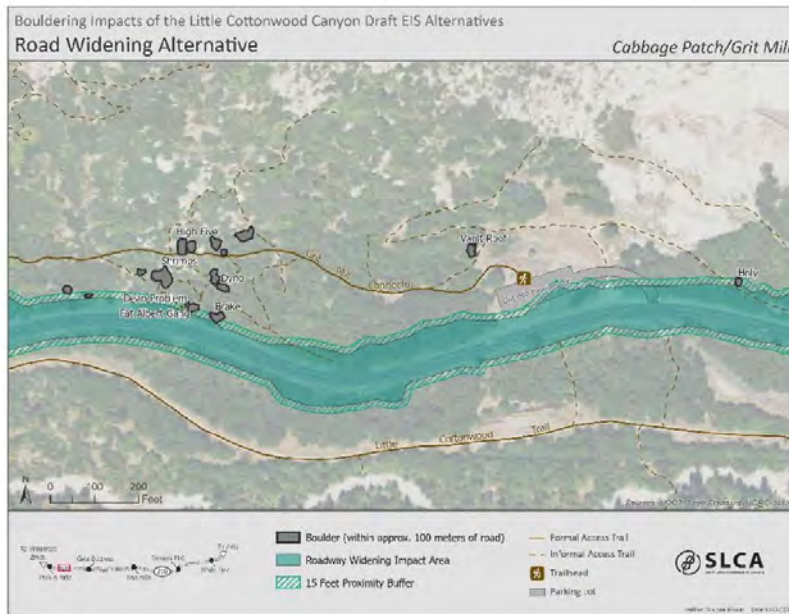


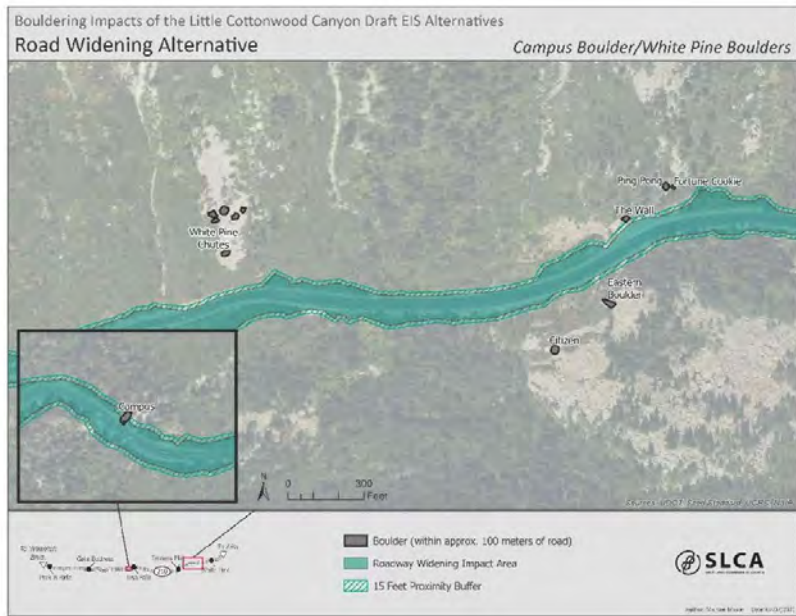


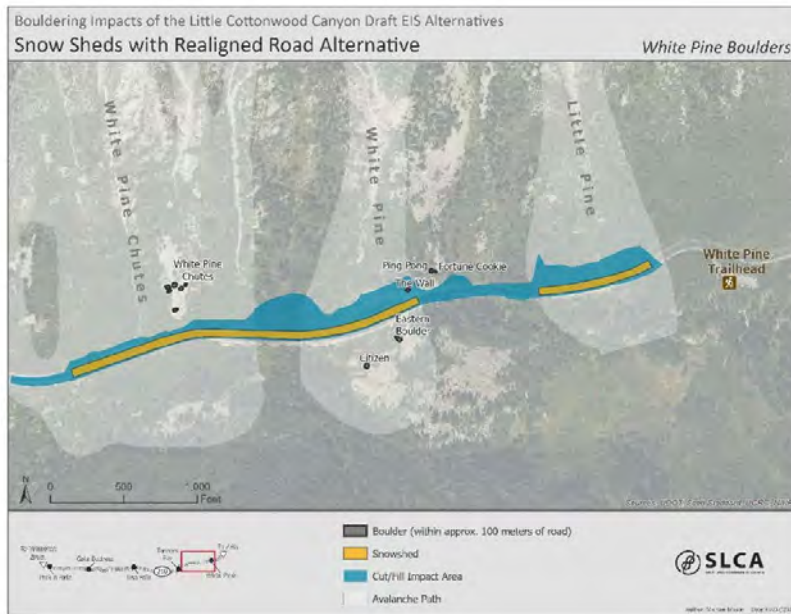












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COMMENT #: 13325
DATE: 9/3/21 2:26 PM
SOURCE: Email
NAME: Brian Gettinger (Boring Company)

COMMENT:

A comment on the Draft EIS is attached. Please confirm receipt. (Note from UDOT EIS Team, comment was received)

BG



September 3, 2021

Utah Department of Transportation
Little Cottonwood Canyon EIS
Josh Van Jura, Project Manager
2825 E Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121

Dear Mr. Van Jura,

The Boring Company submits these comments for inclusion in the Little Cottonwood Canyon Environmental Impact Study (EIS).

"The Draft Alternatives Development and Screening Report Addendum (Draft Addendum) dated November 20, 2020 included the evaluation of multiple tunnel alternatives including a proposed *Tunnel Alternative with Autonomous Vehicles* by The Boring Company (TBC) in Section 4.2.2.2.II. Subsequent to the publication of the Draft Addendum, pertinent additional information and experience with the proposed tunnel alternative became available for the evaluation of this alternative for Little Cottonwood Canyon.

Since this information was not available to the Utah Department of Transportation in November 2020, TBC recommends that Loop, the "Tunnel Alternative with Autonomous Vehicles" alternative, be re-evaluated as part of the EIS process along with the other alternatives being considered.

What is Loop?

Loop is an express, high-capacity, underground, public transportation system in which passengers are transported in Tesla vehicles through TBC-constructed tunnels. Loop capacity can be increased or decreased in real time in response to demand by adjusting the number of vehicles in circulation. Unlike traditional transit systems where passengers queue for long periods during off-peak hours due to long headways, passengers arriving at Loop stations during the off-peak period can immediately board a waiting vehicle without waiting for one to arrive.



Las Vegas Convention Center Loop

The Las Vegas Convention Center (LVCC) Loop has been in commercial operation since June 2021 for the Las Vegas Convention Center and Visitors Authority. Loop is compliant with National Fire Protection Association 130 Standard for Fixed Guideway Transit and Passenger Rail Systems and building and safety requirements of the local authority with jurisdiction.

The Boring Company
15709 Impact Way, Bldg. 2, Suite B
Pflugerville, TX 78660

Loop is scalable for longer lengths than the current LVCC Loop. Extensions are in development for Vegas Loop that will be more than 30 miles in length with approximately 40 stations.

Loop Benefits

In addition to this supplementary information about LVCC, Loop would offer distinct benefits compared to the other alternatives being evaluated. These benefits include:

1. Minimal Impact during Construction and Operation

Tunneling is minimally invasive and does not require surface infrastructure, which would limit impacts to the canyon view and existing boulders. Egress points located along the alignment could be located within small footprints near the existing roadway and away from attractions and cultural and environmental resources. During operation, the system would not generate noise and would have zero carbon emissions.

2. Direct Connection to Gravel Pit Mobility Hub

Tunneling would facilitate a direct connection to the Gravel Pit Mobility Hub without the need for buses or road improvements to widen Wasatch Boulevard. The system could also directly connect to the 9400 S/Highland Drive Mobility Hub with a separate spur.

3. Fast Travel Time

Assuming a 60-mph average speed in the completely grade separated and weatherproof Loop, travel time from the Gravel Pit Mobility Hub to Alta would be 12 minutes. An integral station design in the mobility hub parking structure would minimize time on foot as well, resulting in an estimated total travel time of about 20 minutes from the Gravel Pit to Alta. TBC would implement a reliable mounting system that would allow rapid mounting and removal of equipment to ensure that all equipment stays securely mounted during the trip.

4. Future Expansion

Future projects could extend the tunnels to the west to connect to the TRAX and Frontrunner transit network along Interstate 15, which would encourage additional transit use in the Salt Lake Valley. The system could also be extended further east to Solitude and Park City.

We appreciate the opportunity to provide this additional pertinent information and UDOT's consideration of these comments as part of the Little Cottonwood Canyon EIS process.

Sincerely,



Brian Gettinger
Business Development Lead

The Boring Company
15709 Impact Way, Bldg. 2, Suite B
Pflugerville, TX 78690

COMMENT #: 13326
DATE: 9/3/21 3:13 PM
SOURCE: Website
NAME: Hilary Lambert

COMMENT:

I am a member of the Central Wasatch Commission Stakeholders Council and the Governor's Office of Outdoor Recreation Advisory Council. I am the CEO of the Wasatch Mountain Institute. My career has centered on the intersection of recreation and education, and in how to help get children and their families outdoors.

One thing I have learned from this work is that changing habits is hard. Even when people desire to do something new or different, patterns and systems are difficult to break. When applying this fact to the draft transportation alternatives, I am drawn to the alternative that asks people to change their habits the least. How different would getting up the canyon on a snowy winter day be in the gondola from how it is now? Extremely different. More stops and transfers on public transportation to get to the gondola, a longer commute, and more difficult to access the backcountry. Resort and out of bounds skiers alike would have a very different experience visiting the Wasatch Mountains in the winter, and would have to adopt many new habits to access winter recreation, were a gondola solution implemented. Currently most winter recreation users drive personal vehicles or use the bus to access winter recreation. We can safely assume that those modes of travel will remain preferred regardless of what alternative is chosen since they are existing patterns and systems. Given that, of the two UDOT preferred alternatives, the enhanced bus service with the peak period shoulder lane (PPSL) seems to be the better choice. It will be easier for users to adopt, since it does not ask them to change existing habits. It incentivizes public transport for those who are willing to change their driving habits, and the total travel time is 19 or more minutes faster when compared to using public transport to the gondola. In both scenarios driving a personal vehicle is estimated to take 38 minutes- we can safely assume most people will continue to do this. The investment cost for the PPSL is less, and you can argue the environmental impact and recreation impacts (with regard to climbing boulders) for the PPSL is less than the gondola too. So in comparing those two options, the PPSL is lower cost, lower impact, and easier for users to incorporate into existing travel habits. This choice, of the two UDOT preferred alternatives, is what I would prefer.

Now let me take the opportunity to explain why I think neither of UDOT's preferred alternatives should be adopted. The investment and infrastructure required for PPSL and the gondola are massive. The problems the alternatives are attempting to solve are also complex and massive- from increased users and population growth to the economics of the ski industry to access and equity on public lands. Throwing a lot of money and construction on these problems will cost a lot and not get to the heart of these issues. What everyone really wants is to be able to access their preferred recreation destination (whether that be outdoor dining, resort skiing, mountain biking, climbing, or photography!) without much traffic, without much cost, and without too much inconvenience. We have yet tried solutions that work in concert with current behaviors and afford mountain users these desires. There are some "first round" changes and investments to mountain transportation that should be implemented and their impacts assessed before any long-term, major infrastructure changes are made.

1. UDOT/UTA need to invest in making public transportation free, so that using the bus is an economic incentive, not just a choice made out of necessity or goodwill.
2. We need to use single occupant tolling on weekends, and holidays to assess its impact on traffic before making any roadway changes.
3. Ski areas need to invest in more day and overnight equipment storage at resorts so people and families can ride public transport without carrying ski gear.
4. Public transportation should have "request stop" capabilities so dispersed recreation users (hikers, climbers, backcountry skiers) can request a stop at any trailhead or location.

Thank you for considering this feedback. This is an incredibly important issue for the watershed, the recreationalists, and the people of the Salt Lake Valley. We need to get this one right, if we want clean water and a place to play in perpetuity.

COMMENT #: 13327
DATE: 9/3/21 3:44 PM
SOURCE: Website
NAME: Monica Zoltanski

COMMENT:

As a Sandy City Council Member and candidate for mayor, I've been at the doors of thousands of Sandy residents since early this year, talking about managing our growth, traffic, and infrastructure. I've had hundreds of conversations about the Little Cottonwood Canyons EIS and a few things are clear: My constituents oppose the gondola because it is a costly, permanent, scarring imposition on the pristine canyon landscape that should be preserved for future generations. My constituents favor a more limited, public-serving rapid bus solution with well managed, nimble hubs that keep traffic away from the mouth of the canyon. Many people, including myself, reject the notion that the canyon road must be widened to achieve safety and transportation goals. We should revisit more measured, common-sense solutions like limiting capacity, requiring reservations or carpooling, or installing flex-lane travel. The resorts and developers who stand the most to gain, are in the best solution to achieve better outcomes for their client base and should not be turning to the Utah taxpayer to pick up the bill to support private business. One final note, the flex lane discussion should be revived. It was dismissed earlier in this process because of the visual impact of the overhead roadway gantries. But when compared to the 250' gondola towers, the gantries seem modest. We need to take a closer look at exhausting options that serve canyons visitors where they begin their trip, rather than driving traffic to the mouth of the canyon. Nothing should be built before the canyons capacity study is completed. Please show respect for the Utah taxpayer and if public money is spent, make sure it serves our common interest of protecting our canyon and watershed, and manages public resources for the good of the public and not private interests. Thank you.

COMMENT #: 13328
DATE: 9/3/21 4:26 PM
SOURCE: Website
NAME: France Barral (Sierra Club)

COMMENT:

Dear UDOT Project Team,

The Utah Chapter is part of the national Sierra Club, the largest and most influential grassroots environmental organization in the U.S. for more than 127 years. We have been working in Utah since 1969 to shape the way people can participate in local, state, and national advocacy and policy work. In addition to protecting every person's right to get outdoors and access the healing power of nature, the Sierra Club works to promote clean energy, safeguard the health of our communities, protect wildlife, and preserve our remaining wild places through grassroots activism, public education, lobbying, and legal action.

We appreciate the opportunity to comment on the Utah Department of Transportation's (UDOT) Little Cottonwood Canyon Draft Environmental Impact Statement (LCCDEIS) published in accord with its obligations under the National Environmental Policy Act, 42 U.S.C 2500 et seq. We seek to ensure that the pursued project and efforts made by UDOT meet the needs for the future of the Wasatch Front and are forward-thinking, cost-effective, accessible to everyone, and protect the sensitive environmental resources -- air quality, water quality, habitat, and integrity of lands -- within the canyon and its surrounding area. Given those objectives, we offer the following concerns about the DEIS and have concerns about the proposed alternatives and the inadequacy of the DEIS in meeting the requirements of the National Environmental Policy Act (NEPA). The deficiencies in addressing NEPA include the project scope and its needs and purpose. Additionally, the DEIS inadequately addresses cumulative, direct, and indirect impacts of the proposed alternatives. The Utah Sierra Club's concerns include, but are not limited to, impacts concerning environmental justice, water resources, and lands.

We recognize the critical need to alleviate congestion while supporting the growing needs of Wasatch Front communities and ensuring public safety in doing so. Furthermore, we concur with criteria set forth in the six "pillars" issued by the Central Wasatch Commission regarding LCC EIS process: visitor use capacity; watershed protection; traffic demand management, parking and bus (or other transit) strategies; integration into the broader regional transportation "network; year-round transit service; and, long-term protection of critical areas through federal legislation. What follows are several of our specific concerns with the LCCDEIS.

Environmental Justice.

The environmental justice component of the DEIS illustrates flaws endemic to the main document's breadth and depth of environmental analysis. The Executive Summary, in Table S-3, claims that there are no environmental justice impacts associated with any of the No-Action or Primary Action Alternatives. We strongly disagree with this. Chapter 5 defines environmental justice as a term used to describe the fair and equitable treatment of minority and low-income people so that no minority and/or low-income population should be forced to shoulder a disproportionately high share of negative environmental effects. That said, the chapter then proceeds to limit its focus exclusively on S.R. 210 corridor communities when, in fact, communities across Salt Lake County and beyond would experience impacts.

What UDOT's LCCDEIS has identified as the "affected environment" is too narrowly focused and ignores the broader range of environmental impacts that any of the LCC alternatives studied would have. We have seen this myopic approach used previously to divert critical attention from a controversial project's potential for environmental harms beyond the immediately impacted area.

Another recent example is the Surface Transportation Board's EIS approach to permitting the Uinta Basin Railway. This seemingly intentional analysis limitation is troubling because the NEPA process is being used to subordinate environmental protection in preference to selective economic gains.

LCC DEIS Deficiencies

Purpose and Need

The DEIS purpose and need are too narrow and the project is a missed opportunity to address the greater transit needs along the Wasatch Front. Understanding that UDOT is a transportation authority, the unique partnership and engagements of this project, the purpose, and need should reflect collaborative visions like that of the Mountain Accord to emphasize the connectivity of this work to the broader community needs. We support a solution that could be used by both the Big and the Little ". Cottonwood canyons, as opposed to solving the problem of one canyon only. The bus solution can be leveraged and calibrated to help both canyons. The gondola alternative partially solves only one canyon's congestion problem. We'd like to see alternatives adopted that solve the majority of the problems, not just a fraction of them. It should provide year-round transit, with as few interruptions as possible. It should also aim to reduce the overwhelming use of individual vehicles, and not a small fraction of them. A solution that only solves 30% of the traffic is not, in our minds, a solution. Any solution we adopt should reduce private vehicles by a minimum 80%, and ideally by 90%. That both preferred alternatives would still allow over 2,200 persons in private vehicles is not acceptable.

Scope

The scope of the alternatives is too narrow. The DEIS analysis of the preferred alternatives is isolated to the winter months and does not include the potential impacts on summertime use and watershed resources. We are disappointed that the EIS process was launched with the inaccurate presumption that summer use is outside the purpose and need of this project. As population along the Wasatch Front grows, so will the demand and use of the canyons annually. Summertime impacts must be evaluated since any alternative selected will be affected as year-round use increases. Not evaluating summertime impacts of alternatives is a fundamental flaw of the DEIS and must be considered to ensure adequate resource protections for the canyon.

Environmental Impact, Protection & Pollution.

We are concerned about the overuse of our beloved Little Cottonwood Canyon. We wholeheartedly support the protection of the watershed and improved land and natural resource protection and want to keep this front and center, recognizing that increased use of the canyon will challenge this principle. The LCCDEIS Project has potentially significant environmental impacts beyond the UDOT-specified "transportation needs assessment study area". While the Utah legislature may have, through Senate Bill 277 [2017], expressed concern that traffic congestion threatens economic development revenues from the recreation and tourism industries, state and federal agencies charged with implementing provisions of NEPA are expected to do so without prejudice favoring economic development over the environment. (*32.29G) In our estimation, the Federal Highway Administration (FHWA) erred in handing off its NEPA responsibility to UDOT, which remains content to limit the scope of analysis to that which offers flawed choices to decision-makers.

Planning on keeping a vast percentage of individual vehicles is massively detrimental to the canyon and to the air pollution. We urge decision-makers to be bold and aim to reduce 80 to 90% of the individual vehicles.

Visitorship.

In addition to the burden on the increased visitation, we are concerned about equity. We do not want a solution that solves one - arguably a well-to-do - stakeholder's problem at the detriment of other - possibly less affluent -stakeholders. The transportation solution chosen should allow for all of us to enjoy the canyon, and should not prioritize one group over another. It is important to recognize that this project would further create divides and disparities within low income communities who already find it hard to access areas such as this that all Utah communities should be able to enjoy. We are at a

critical time, where every development decision made should take into consideration how low income communities and people of color are affected and are intentionally included. Unfortunately this project does not lay out a clear and equitable vision to include these groups. The transportation solution should also allow individuals and groups to be dropped off in different areas of the canyons. Missing these criteria would not only be unfair for all, but would also fail in reducing the volume of individual private vehicles traffic. We understand the concern over a few avalanches during the winter. We see this as the main, if only, disadvantage of the bus proposal. A quick analysis of the last decade could show how disruptive these have been, and climate change projections would help us plan the number and future disruptions.

Flexibility.

We favor innovative solutions that can be implemented quickly, tested and modified without engaging communities in massive investments and long term horizons with no "bridging solutions. In other words, one solution, the enhanced bus system, is reversible. The other solution, a gondola, is irreversible while delaying any benefits for visitors for years to come.

Further, for the sake of efficiency and equity, we also favor a transportation solution that allows all of us to enjoy the canyon, whether we come from West Valley City, Cottonwood Heights or Millcreek. To work reliably and for all, the system should have more than 2 large spokes, but preferably a network of spokes. Leveraging a network of underutilized parking lots around the valley in a true 'hub and spoke' fashion seems intuitively much preferable to building a very large parking that would still be far insufficient to accommodate all the vehicles parking needs.

Timing.

Solutions that can be implemented now are superior to solutions that won't solve any problems for a decade. We can discourage vehicle transportation and incentivize bus ridership now through well-known economic mechanisms. Let innovative businesses fill the gap. Other solutions that can be implemented now include traction equipment on vehicles, better traffic merging at Snowbird, tolling, improved bus logistics, beginning avalanche control earlier and discouraging single-occupancy cars.

Governance.

The transportation solution should be cost-effective. Estimates on large construction projects are subject to large cost overruns, typically unfolding after the solution has been chosen and committed to. We caution decision-makers against choosing a solution that is planned to breakeven in 30 years. Any cost overruns will inevitably extend a breakeven point to 35 years or longer. We also strongly believe that no project should be awarded without a careful and ethical procurement process.

Conclusion

We are grateful for the opportunity to comment on the LCCDEIS and appreciate your consideration of our concerns. We feel the DEIS is inadequate and requires additional analysis and review before determining a final solution. The Sierra Club supports a strategy to improve bus services, add tolling, and other mechanisms that will not degrade the canyon's environment and natural resources, while improving the user "experience. We look forward to continued participation in the engagement process. Please don't hesitate to reach out with any questions about our comments or to discuss any matters we've raised.

Sincerely,

Lauren Wood, Utah Sierra Club Chapter Chair

CC: France Barral, Utah Executive Committee Member
Patty Becnel, Utah Executive Committee Member
Dan Mayhew, Utah Executive Committee Member
Maria Montes, Utah Executive Committee Member

Kirsten Allen, Utah Executive Committee Member
Stan Holmes, Utah Executive Committee Member
Ingrid Griffiee, Utah Executive Committee Member

COMMENT #: 13329
DATE: 9/3/21 5:26 PM
SOURCE: Email
NAME: Ellen Birrell (Save Not Pave)

COMMENT:

Official Save Not Pave comment to UDOT re LCC EIS Draft

Save Not Pave's Comment RE UDOT LCC EIS
September 3, 2021

Save Not Pave (SNP) is a community coalition representing 1021 local residents seeking logical solutions that serve ALL stakeholders.

UDOT's preferred "Gondola with La Caille parking garage" AND "Enhanced Busing with PPSL"

A pause in the LCC EIS process is necessary in order to phase in solution(s) that meet and exceed UDOT's stated purpose and need of reducing vehicular traffic within Little Cottonwood Canyon (LCC) by 30% by 2050

The key to successfully overcoming Level of Service E and F on SR 210 is a PHASED approach.

Phasing in one or more of the following between 2022 through 2027 will remove more than 30% of the vehicles on SR 210 during UDOT's identified peak winter periods. This exceeds UDOT's stated goal of reducing vehicular traffic within Little Cottonwood Canyon (LCC) by 30% by 2050.

UDOT's review, prioritization and systematic adoption of the following remedies offers the least negative impact on the well-being of local residents, visiting canyon recreationalists, local businesses, wild creatures and the entire natural infrastructure, and is the most cost-effective use of tax-payer dollars.

1. Restriction of Single occupancy private vehicles. Except for certain local residents of the canyon and other emergency personnel, single-occupancy vehicles are restricted from entering LCC during the 2-hour peak period and powder mornings. Single occupancy vehicles represent over 30% of the vehicles on any given winter morning. Out of 365 calendar days each year, the peak period and powder mornings represent only 8% of the year. This is manageable.

2. Smart Phone App. Adoption of a new public/private (UTA, UDOT, USFS, private shuttle companies, UBER, LYFT, Snowbird, Solitude, Brighton, Alta) smart phone app that communicates in real time pertinent condition of roads, transit, parking, AND location of Slug Lanes, SLCO "Car Pool & Transit" lots (aka "Park & Rides"), resort and trail-head lots that are available. Likewise, any restrictions currently or within upcoming 24 hour period will be highlighted.

3. Addition of Slug Lanes to 9400 S. Highland and 6200 S. parking lots and any new lots as they are phased in.

4. Rename Park and Ride lots to "Car Pool & Transit" lots.

5. Add "Car Pool & Transit" locations within underutilized *existing* parking areas within strip malls within Draper, Sandy, Cottonwood Heights, Murray, Midvale, Holladay and Millcreek. This enables canyon users to leave their vehicles closer to where they embark, lowering overall VMT.

7. Improve UTA bus service. Operate UTA buses at higher frequency from more numerous locations DIRECT to each of the four ski resorts in Big and Little Cottonwood Canyons.

8. Build tire check stations at mouth of BCC and LCC AND improve local decal program.

9. Ski resorts impose parking fees that incentivize car-pooling and transit use.

10. Ski resorts can communicate with and incentivize arriving lodging guests to utilize shuttles from the airport and offer shuttles to Wasatch Front and Back ski locations so that out-of-state canyon users bring fewer ill-equipped rental vehicles into the canyons.

Wasatch Blvd Expansion

After careful consideration for all stakeholders requiring access to Little Cottonwood Canyon and anticipated growth of the Salt Lake Valley population, the need to both protect residents from the urban sprawl and blight that will come from adding private vehicle lanes to this residential stretch that has a sufficient Level of Service 335 days a year is a net negative. Existing north/south arterials of Highland Drive and 1300 East can have the addition of a modified UTA "Express, Non-stop, Prioritized" bus service that operates in the outer right lane during peak Monday-Friday commuter periods.

A phased in approach is called for.

Instead of WFRC's current 2050 RTP plans to keep adding more lanes to 1300 East and to Highland Drive and the build-out of Wasatch Blvd, the immediate phasing in of viable transit that collects southeast SL Valley commuters at strategic locations and whisks them, non-stop northbound. Destination options need to be modeled but will likely include a central downtown SLC terminus and the existing U of U/Research Park Shuttle Stop.

Private vehicle commuters MUST experience LOS of E and F on these north/south arteries in order for Utahns to shift from their single-occupancy driving habit and incorporate transit into their mobility.

To build out Wasatch Blvd for projected traffic needs in the future, induces higher VMT and disincentives transportation alternatives.

Specifically related to the need for immediate improvement of the 2.7 miles stretch of SR 210/Wasatch Blvd from Ft. Union Blvd to the High-T intersection, the following need to be

thoroughly screened for immediate implementation. This will be a better spending of the current allotted "Wasatch Blvd expansion" monies.

Save Not Pave sees urban SR 210 congestion as part of a larger regional problem.

Golden Hills Corridor as referenced in the Cottonwood Heights Master Plan (CHMP)

For southbound motorists on SR 210, the point of entry into the residential section beginning with Ft. Union Blvd needs to be clearly denoted through narrower lanes, a pronounced, landscaped median, 35mph signage and reduction to one vehicular lane in each direction. Currently, the four lane section south of Ft. Union encourages motorists to race up the hill and jockey for position to reach the posted 50mph speed while at the same time dodging 7/11 patrons, bicyclists and runners. Northbound motorist accidents in this location are also numerous due to the steep hill and high speeds approaching the traffic light. Dangerous for all concerned.

Within the stretch of Bengal Blvd to High-T intersection there are children going to school and Golden Hills Park from both east and west sides of the blvd. Pedestrians, cyclists and residents are particularly exposed to the danger, noise and fresh pollution of high-speed traffic

As evidenced within the Wasatch Front Regional Council's (WFRC) 2050 RTP (Regional Transportation Plan) Appendix L, the southeast quadrant of Salt Lake Valley, which SNP defines as 700 East through the east benches and the southern edge of Draper to I-80, are only confirmed and funded for projects that add two more vehicular lanes to 1300 East, Highland Drive, Wasatch Blvd, Fort Union Blvd, 9000/9400 South, etc. NO TRANSIT is planned. This induces more fast-moving cars onto our roads and discourages pedestrian, bus-riding and bicycling alternatives.

See 2050 RTP Appendix L: https://drive.google.com/file/d/1fGDtnPDLEO8CT-FU_XFfKPk1RadUVOeL/view

UDOT is using 2018 models which projected a heightening Draper population and insists Wasatch Blvd receive more vehicular lanes. UTA's past "express service" for north/south commuters stopped along the way and did not prioritize movement of bus. Ridership was/is poor.

SOLUTION: East Draper, Sandy, Granite and south Cottonwood Hts commuters could collect at 9400 South Highland Drive terminus (on north edge of Dimple Dell) and be whisked by non-carbon emitting BRT (Bus Rapid Transit) or Express Bus north along Highland Drive to I-215 to Foothill Drive and on to Research Park, U of U and west downtown SLC stops -- all on perimeter of **existing** roadways. This would preclude the need for new roads or a bridge or road through Dimple Dell Park, which is heavily opposed. See <https://www.facebook.com/dimpledellpreservation/>

Additionally or alternatively could be BRT or Express Bus on 1300 East with a 12300 South terminus.

A year of Covid 19 has brought more home-officing and reduced Wasatch Blvd traffic. BRT or EPB (Express Priority Bus) strategy could be phased in **starting immediately**. For example, Highland Drive could be phased in sooner and 1300 East later if necessary.

This idea:

- **Saves money** because it puts BRT or EPB on existing arterials with less new infrastructure required
- No (few) right of way challenges
- **Flexibility** of fleets, drivers, routes
- **Does not blight residential neighborhoods**

Commuters within the SNP coalition indicate that they would "take transit if it was rapid, direct and offered at the peak times they need it M-F."

Save Not Pave formally asks UDOT for functional space that *connects*, rather than *divides*, our community.

We request that UDOT, as the administrator of S.R. 210, develop a project that meets our goals for local safety, health, and mobility in their design and implementation of improvements through the "Urban Segment" of Wasatch Blvd located between the intersection of Ft. Union Blvd and the High-T intersection. We believe those goals are consistent with UDOT's strategic goals of Zero Fatalities, Preserve Infrastructure, and Optimize Mobility.

We understand the need to accommodate recreational traffic through this corridor, and we welcome the world to come through our city in search of the amazing features our Canyons have to offer. Organizing and moving this traffic through the "Urban Segment" of Wasatch Blvd, should be accomplished through a complete street strategy that integrates mass transit, such as ski busses.

Utah's 2019 adoption of [SB34](#) in an effort to increase housing density must be accompanied by a similar call to prevent the well documented [negative effects of urban sprawl](#), such as: decreased air quality, [loss of wildlife habitat](#), [increased income inequality](#), and [increased obesity](#).

Widening Wasatch Blvd to facilitate commuter traffic will be a catalyst to more urban sprawl along the southern benches of our valley. For this reason we seek to retain the Level of Service (LOS) for passenger vehicles at near present levels and not expand Wasatch Blvd. It is our goal that by doing so, neighboring communities will begin to reconsider their expansion and density options, and start to think about how to accomplish growth while reducing their dependence on sprawl. Our ambition is to spark this regional conversation

among communities by providing solutions that accommodate local resident, commuter, and recreational traffic within the relatively small "Urban Segment" of S.R 210. To realize such ambitious goal it is critical to curb passenger car capacity and expand the use of mass transit and active transportation options; along with land use density choices that help preserve connectivity, quality of life, health, prosperity, and safety through our valley's transportation corridors.

For these reasons, we request UDOT incorporate the following improvement throughout the "Urban Segment" of Wasatch Blvd:

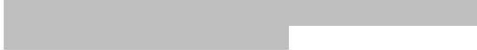
1. Road re-design with a target speed of no more than 35 mph, be it through narrow lanes, chicanes, and/or other traffic-calming measures.
2. No more than 3 lanes including one flex/reversible Peak-Only bus lane which should be used to accommodate rapid mass transit options that service recreation traffic flowing south in the mornings and north in the evenings.
3. Safe non-motorized trail space on BOTH sides of Wasatch to promote pedestrian use and connectivity between residences on both sides of the Blvd to local parks, stores, schools, etc.
4. Due to the speed (35mph) and volume of traffic, we seek Cycle Tracks (Protected Bike Lanes) consistent with Category 1 bikeways as described within the [CH Bicycle and Trail Master Plan](#) and the [SL County Bikeway Design guidelines](#).
5. Egress and ingress to residential neighborhoods is a priority we cannot stress enough, signalized left turns should be designed within the parameters mentioned above as well as provide safety and convenience for active transportation users.
6. Limit the expansion of the "urban segment" of Wasatch Blvd (SR 210) through land use planning aimed to prevent further sprawl.

Let's make mobility affordable and safe,

Ellen Birrell & Aaron Debevoise

Save Not Pave co-directors

Cottonwood Heights & Sandy City



Save Not Pave Advisory Board

Leslie Kovach

Micki Harris

Jamie Fendler

Terry Heinrich

Maddie Melini

Members of Save Not Pave

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Amy Stephens	Karla Smith	Emily Taylor
Camilla Puckett	Maria Rausch	Jackie McDowell
Mark Sullivan	Bryan Mills	Lisa Hamann
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Cristy de Feudis	Austin Beck	Michelle Vansice
Bo Hong	Igor Chernyavskiy	Jim McManamin
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Asha Flick	Kristen Mailei	Melonie Snider
Sara Brooder	Carolina Battistone	Samuel Conder
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Patricia Link	Diana Arensman	Lauren Peterson
Thomas Crookston	Jane Sims	Robyn Goeller
M Tingey	Sam Gray	Stephanie Kuhn
Kaitlin Gifford	Ryan Loneran	CarlaTietje
M Myrtice	Jones Jones	Taylor Hartman
Cindy Schoeck	Roxanne Gray	Mark Skidmore
Leslie Anderson	Nancy Downing	Kein King
Lincoln Eggertz	De Agostini	Mauricio Munoz
Cambri Visser	Dustin Butcher	Breanna Rodgers
Daniel Lierheimer	Yu Yu	Matthew Herrington
Lamont Crook	Alex Lambert	Callie Schroeder
Zac Hales	Jen Young	Brittany Pouson
Hailee Christensen	Ethan Millard	Claire Martin
Darren Hurley	Emily Pitsch	Wally Lee
Maria Thompson	Brett Hampton	Dylan Fairchild
Sam Richardson	Megan Leether	Nancy Hardy
Michael Higgins	Kristin Becker	Susan LaPoint
M Turner	Alex Gullledge	Jody Reilly
Matheson Harris	Debra Alldredge	Joni Greenwell
John Kennington	Gretchen Erb	Klepper Grow
Caroline Wallace	Tiffany James	Stephanie Herrig
Jonny Vasic	Rob Schocker	Larry Butterfield
Cooper Burn	Miller Miller	Abby Murri
Josh Hunter	Moushumi Anand	Michael Swanicke
Michelle Todd	Rebecca Green	Samer Beseiso
Sherry Britt	Eric Michaels	AbiaFazili
Odie Bogan	Kelly Honey	Cathy Collins
Jade Velazquez	Greg Gamung	Jessica Forsdick

Brett Doughty	Ray Spruit	Amie Clark
Mary Sinden	Slater Slater	Dave Merrell
Kelley Vanetti	Dave Iltis	Kelly Robinson
Christian Godbout	Kabe Merhish	Judy Kershaw
Reza Ahmadi	David Wilk	Royster Royster
Michael Bell	Shannon Melchior	Evans Evans
Dan Walters	Kelley Vanetti	Cheryl Winfrey
Terry Lingerfelt	Edward Brewer	Jennifer Murphy
Conner Neas	Landon Christensen	Danna Diaz
Charlotte Sullivan	Dana Adams	Trina Sheranian
Siobhan Davis	Suzie Ellison	Dennis Dennis
Elaine Miller	Maria Groves	Sara Rocks
Chris Erickson	Macie Wagstaff	Michael Higgins
Zoey Floyd	Moxley Moxley	Palmer Palmer
Sarah Orton	Leah Hurt	Hibler Hibler
Steve Chindgren	Matt Baker	Jason McPhie
Kathleen Eggertz	Lezlie Adler	Thomas Larsen
Jonathan Hamelin	Alan Jarrett	Randy Gunter
DiNardo DiNardo	Jennifer Hamelin	Rob Millar
Keith Parietti	Lynn Kraus	Jane Harrison
Kraig Kirk	Don Link	James McCloskey
Dan Ellis	Nate Evans	Isaac Murri
Jake Nicholson	Jacob Taber	Ermakova
Heidi Timpson	Cavin-Grace	Paul Bruno
Karen Fitch	Okeefe Okeefe	Greg Short
Hanna Wolfson	Marcie Conner	Maddex McArthur
Valera Altagracia	Davis Phillips	Amanda Apple
Bijan Sedghi	Kristen Micklos	Cole Couvillion
Lindsay Jackson	David Neylan	Rachael Sullivan
Breen Breen	Mia Davis	Amir Nazari
Gary Hadfield	Sarah Brennan	Ashley Lodmell
Suzanne Winslow	Phyllis Mandel	Bodhi Passey
Colleen Hancock	Dave Trockman	Gabriella Aho
Kim Haskins	Neill Birrell	John Sooklaris

Gordy Peifer	Bruce Williams	Hamilton-Novasio
Julie Kershaw	Kevin Lavin	Amelia Ortega
Barbara Dodson	Holly Robbins	Flo Bozzani
Amelia Young	Arnaldo Romo	Pace Pace
Brown Brown	Allison Cao	Elizabeth Walsh
Greg Hobson	Landon Anderton	Luke OConnor
Ken Briercheck	Christopher Maoney	Jeff Silverstein
Ross Hinman	Rich Otterstrom	Benjamin Wood
Deborah Case	Kimberly Heiple	Farrer Farrer
Lois Lakin	Christian Davidson	Larsen Larsen
Jaya Lindberg	Sophie Potter	Ann Day
Tyson Howard	Tiffany Thornock	Tira Haslem
Elie Powell	Jennifer Cherland	Nolan Nolan
M Verner	Clay Dean-Perry	Tony Caligiuri
John Blackham	Ellen Birrell	Claire Evans
Marty Jopling	Bill Ewer	Elliott Millard
Daniel Agee	Brandon Pasker	Tom Henderson
Leslie Rinaldi	Alfred Kemmer	Thomas Collins
Richard Gregersen	Jesse Winslow	Thomas McKenna
Maia Ermakov	Arjun I	Loraine Shew
Brad Ienkevich	M Yengar	Stacy Pierce
Shanna Nelson	Abbie Zahler	Joan Young
Penny Spangler	Teara Bryan	Darren Orr
Nikole Merrell	Mohjolee Kershaw	Martha Derouin
Carma Kershaw	Jim Fairchild	Anita Blundell
Ethan Raap	M Kirelev	Parker Williams
Codie Archibald-Begay	Rick May	Michelle Sutor
Dana Kahl	Susan LaPoint	Lesa Tobin
Kristi Smith	Jessica Moskowitz	Giora Garay
Jason Corless	Jo-Anne Lee	Hannah Butterfield
Nickolas Taylor	Mary Allyson	Nicole Zinger
Hailey Keller	Kimbell	Josie Alberts
Marianne Goodell	Ann Love	Erin Rosado
Christine Gore	Allan Schein	Susan Rampton

Sarah Johncock	Lori Stahler	Casey Koch
M. Norberto	David Epperson	Jessica Ramirez
Wendy Morgan	Eric Goldstein	Stephen Maeger
Armani Aufderhaar	David Rentschler	Sarah Ratzlaff
Gwen Poynor	Majid Moshirfar	Alex Vastardis
Jaime Fendler	Kathy Czaja	M. Negin
Glen Willardson	Anthony Morrison	Barbara Briser
Judith Webb	Wyatt Fresh	Nancy Lazenby
Lily Hamel	Mary Ann Holladay	Casey Stillman
Mary Paul	Amber Schiavone	Maddex McArthur
Cal Larson	Sarah Suher	Doug Patterson
Amy Riggs	Caleb Burgess	Annie Hammond
Kian Feiz	Laurel Samuels	Felix Rauscher
Nikole Merrell	Cheryl Busch	Malina Barrett
Ashley Chandler	Lorrie Belcher	Kenneth Louie
Woodie Beardsley	Lili Weir	Quyen Huynh
Bruce Williams	Susan Goodsell	Suzanne Harris
Jim Webb	Eshal Falahati	Dorothy Ellis
Jon Koenig	Margaret Dowling	Steph Sokolowski
Alexus Dredge	Mark Kline	Reisner Reisner
Scott Klepper	Dan DeCort	Donahue Donahue
Bonnie Pace	Shannon Corey	Ron Schroeder
Britton Gardner	Ed McKell	B Ingraham
Katja Stephens	Becky McDermott	Patrick Bergin
Carmella Croft	Alexander Gullede	Gediminas Grazulis
Alex Lemieux	J Smith	Susan Stillman
David Stevenson	Anne Fuller	Wendy Haymond
Wendy Grealish	De Agostini De	Stefanie Eyerkauser
Kathy Nicholson	Agostini	M Clayne
Kelby Stillman	Jason Summers	Dayna Greene
Candice Fitches	Nick Stenquist	Amanda Jeannette
Marissa Siegrist	Hilary Ripley	Jaime Palmer
Jennifer Anderton	Martha Derouin	Taylor Dankmyer
Kara Haley	Schovaers	Natasha Lichtenberg

Staphanie Combs	Meme Loftin	Susan Marshall
William Hopkins	Debra Harmer	William Meiling
Elise Barrett-Caston	Stacie Ganung	Jackie Ball
Lori Onsaе	John Gygi	Tyler Harris
Boyd Boyd	Tim MacVicar	Jerry Gill
Stacy Gelmini	Katherine Peterson	Steve Black
Macdonald	Kristen Romo	Eric Fuessel
Brook McCarrick	Prowse Prowse	Heide Anderson
Dylan Hinsley	Greg Gavin	Grigsby Bagley
Judd Casper	Hannah McBrayer	Huntsman Bruce
Ada Fendler	Preston Thackeray	Mike Christensen
Jennifer Cottam	Cynthia Caponi	Tyler Yeates
P Turner	Valerie Carter	Joe Jopling
Betty Swiler	Patricia Baxter	Robin Wahlquist
Jennifer Sokia	Isabelle Phillips	Murium Iqbal
Kyle Gibbons	Tyler Barrett	Dotti Gallagher
Jill Blevins	Anna Ottowicz	Heather Dance
Cynthia Campbell	Dan Kovach	Maia Ermakova
Bryan Call	Mark Maday	Tiffany Nord
Jorden Saxton	Lauri Meidell	Lisa Campbell
Mark Decker	Stacey Carroll	Jennifer Ward
Ron Bird	Stephanie Schaerrer	Becky Pitcher
Brii Staker	Sandy Kerman	Lane Aasen
Khokhar	Ayja Bounous	Andy Rich
Amy Ross	Nancy Browne	Brandie Arko
Cleone Larson	Mark A Johnson	Micki Harris
Eric Kircher	Marcus Mailei	Jo Clay
LaNae Staker	Macy Lund	M Follansbee
Gwendolyn Gwen	Rana Wilson	Emily Snyder
Cherie Kaplan	Aaron Wight	Stacey Farrer
Leslie Tate	Julie Spencer	Elie Powell
Bert Wagner	Jennifer Navarro	Saralee Johnson
Melissa McDermott	Christian Riggs	Brianna Beck
Eric Kraan	Nate Jackman	Jeremy Sabin

David Jelmini	Holli Chambers	Nick Baldwin
Mike Riley	Bryant Leech	Brenna Flint
Paul Ebert	Dianne Burnett	Lily Moshirfar
Michelle Cerutti	Candace Bastow	Mitch Boehm
Ginger Cannon	Alli Hockett	Olivia Darais
Marcia Stroud	Chad Phillips	Joni Jensen
M Winston	La Marre	Jennifer Wight
Amanda Johns	Bodhi Passey	Karen Kromer
Lori Tuerpe	Eugene Wooldridge	M Auger
Jamie Willardsen	Melissa Fields	Rehmer
Elizabeth King	Joseph Hunter	Alexandra Dunn
David Reilly	Jedidiah Graham	Brandon Patterson
Moshirfar	Hisayo McCloskey	Katie Fitzgerald
Annabelle Fowler	Darren Hurley	Dianne & Mike McCafferty
Carly Neville	Mike Masters	Kevin Dolan
Joseph Toscano	Seth Plowgian	Ethan Smith
Lorna Labadie	Megan Alter	Tuttle Tuttle
Phillip Puckett	Marsh Marsh	May Lee
Dana Dredge	Tony Mahre	Tyler Hatch
Valerie Patterson	Alexandrea Lopez	Johnston J
Bruce Williams	Heather Derum	Mark Aldridge
Lisa Oliver	Zoe Slind	Robert Tomskey
Amber Littlewood	Adam Diamond	Michael Powell
Kristen Lloyd	Jordan Zuckert	Coombs
Christine Middlemiss	Guadalupe Gonzalez	Sharlene Wells
Brennan Brennan	Lynette Haslam	Trevor Sears
Jack Delquadro	Pace Pace	Tad Taylor
Brooks Brooks	Tom Schroeder	Christine Hartnett
Phillip Symons	Hannah OConnor	Jennifer Welding
Rebecca Parker	Steenblik	Megan Dolim
Noelle Margetts	James Kromer	Angie Wojtala
Nelson Nelson	Nicole Denison	Stephanie Combs
Kerstin Polevoy	Tali Bruce	Bingkun Yao
Sharon Schriewer	Southwick Southwick	Ashley Riley

Chris Allison	Andrea Orton	Tim Heiple
Kathy Eggertz	Anthony Clark	Eric Bosco
Ayers Ayers	Kate Christensen	Andy Agardy
Elle Weir	Matthew Mccullough	Jorgen Moller
Alex Donaldson	Megan Crawford	Lynda Holden
Parker Parker	William Schneider	Deepthi Prasanna
Mark Martin	Aimee Walker	Colin Israel
James Bean	Maren Garces	Sydney Wagstaff
M Kiarra	Chad Mattes	Mark Swan
Diane Burke	Natalie Buerger	Miskol Miskol
Heide Anderson	Raquel Passey	Rebecca Acosta
Kriti Smith	Beth Newhall	Bartlit Bartlit
Andrew Elegante	Rosemary Rentschler	Laura Macvicar
Taylor Both	Sharon Kindel	Jennifer Christensen
Paul Schmarr	Allison McMillan	David Darais
Jan Duane	Joanie Berrett	Kimball Thomas
Talia Reeshard	Erin Giles	Ed Chauner
Emily Strommess	Kathy McKellar	Jackson Taggart
Michelle Martinean	Hunter Dietzel	Amanda Sokolski
Jayne Porter	Alan Snyder	Cooper Cortello
Brooke Bagley	Pamela Day	Paul Kelly
Stone Stone	Mark Kline	Melvin Young
Ottile O'Keefe	Jeremy Lambert	Kristen Randak
Tony Pines	Susan Hadfield	Michelle Martineau
Janet Moss	Kathryn Gustafson	Ian Kaplan
Aaron Dekeyzer	Laurie Donnay	Kyle Ottman
Azita Jamaludin	Meredith Kriesel	Jeremy Wallentine
Wendy Blankenship	David Weinstein	Jon Moffitt
Dave Elliott	Carolyn Brooks	Jaun Higinio
Paul Hudson	Caroline Bagley	James McGauley
Martie Nightingale	Kyra Lythgoe	Josie Taber
Heloisa Soares	Susan Bennett	Jozef Ottowicz
Brogli Brogli	Mike Montmorency	Donna Anderson
Brett Brumley	Nikki Hanson	Bill Carrigan

Scott Goodell	Emma Eining	Joshua Jabez
Kessinger	Cheryl Altman	Michelle Cowan
Allredge	Fred Bartlit	Kim Williams
Shay Myers	McCall Enterline	Jean Thomas
Katie Kearn	Theadora Sakata	Emily Innes
Jane Harman	Carlene Hunter	Anna Roberts
Meg Ryan-Gates	Kristie Durham	Brenda Corbett
Marcia Thurmond	Gentry Langston	Alex Saldarriaga
Chantal Papillon	Ashley Vaughn	Richard Novasio
Matthew Harlan	Stephan Wilson	Fritz Woods
Jim Holden	Lars Erickson	Molly Sparks
Warren Wong	Jes Starley	Ash Dyer
Melody Morgan	Jerry Grigsby	Margaret Anderson
Tracie Palmer	Brian Palmer	Stanton Barrett
Lauren Peterson	Jenny Ziebert	Rebecca Faulconer
Martha Wood	Michelle Roberts	Ellie Nazari
Marshall Seal	Don Boling	Meghan Hunt
Kandice Lambert	Robert Kirchenheiter	Kristin Witzenman
Parchman-Wong	Priscilla Stewart	Wendy Elkington
Matt Misbach	Deborah Bradford	S. Gemmell
Catie McCarrick	Gabriela Sessions	Richard Schmidt
Cody Donahue	David Escalante	Lisa Hazel
Laura Fife	Kim Bloom	John Adams
Collin McGill	Tiffan Lee	Cliff Orton
Shari Dirksen	Berrett Huntsman	Katherine Marek
Christina Larochelle	Michael Sorensen	Jill Kling
Sharlene Butterfield	Barbara Spiro	Kimberley Jones
Natalie Jackman	Samantha Debenham	Todd Passey
Lori Dekeyzer	Laurie O'Connor	Rebecca Broadhead
Amy Burns	Annabelle Reed	Kara Haley
Paige Ney	Michael Battistone	Brian Moench
Emanuel Gleason	William Good	Abel Rippin
Danielle Christensen	Stephen Thornock	Angie Moon
Neve Rauscher	Jacob Adams	Chelsea Kozisek

<i>Lisa Cannella</i>	<i>Darlene Spencer</i>	<i>Loisi Yee</i>
<i>Aaron James</i>	<i>Joe Jopling</i>	<i>Allie Webb</i>
<i>Nancy Narvaez</i>	<i>Gaye England</i>	<i>Kristen Stewart</i>
<i>Mary Pautler</i>	<i>Kasper Nilsson</i>	<i>Gary McGee</i>
<i>Jeff Chatelain</i>	<i>Zach Baughman</i>	<i>Gretchen Harris</i>
<i>Michele Beutler</i>	<i>Erik Flatley</i>	<i>Emma Sintz</i>
<i>Paul Hudson</i>	<i>Longson</i>	<i>Jeff Stevens</i>
<i>Megan Sieverts</i>	<i>Travis Pitcher</i>	<i>Vanessa Charlton</i>
<i>Kimberly Kraan</i>	<i>Brigitte Agnez</i>	<i>Annie Vreeke</i>
<i>Peggy Miller</i>	<i>Megan Mccann</i>	<i>Leonard Leonard</i>
<i>Menno Lott</i>	<i>Nancy Tanner</i>	<i>Maddie Melini</i>
<i>M Stuhr</i>	<i>Sarah Starkey</i>	<i>Rachelle Hille</i>
<i>Addison Erb</i>	<i>Diane Schnarr</i>	<i>Kimmie Stojack</i>
<i>Rachel Brooks</i>	<i>Lori Schneider</i>	<i>Valerie Charlton</i>
<i>Greta Lehner</i>	<i>Kenneth Helms</i>	<i>Luca DeLio</i>
<i>Emanuel Gleason</i>	<i>Lee Bagley</i>	<i>Carla Teitt</i>
<i>James Rampton</i>	<i>Abigail Mcentire</i>	
<i>Brevin Irani</i>	<i>Tom Shroeder</i>	
<i>Marisa Cones</i>		
<i>Kenneth Helms</i>		
<i>Lee Bagley</i>		
<i>Abigail Mcentire</i>		
<i>Tom Shroeder</i>		
<i>Kathleen Rocco</i>		
<i>Steve Hardy</i>		
<i>Heidi Fairchild</i>		
<i>Chris Burke</i>		
<i>Aubrey Wheat</i>		

Appendix L

2019-2050 Phased Project Lists by Mode

Table 1. 2019-2050 RTP Roadway Project List

ID	Project	Description	Phase ¹	Cost
Box Elder County Projects				
R-B-1	Wilson Lane (1500 North) Promontory Road to 950 West	New construction: 0 to 3 lanes, 1.0 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 3 Funded: 3	2019: \$11,200,000 Funded: \$31,100,000
R-B-2	400 South 1200 West to 900 West	Operational: 2 to 2 lanes, 0.7 miles Local collector, 2050 ROW: 75 ft.	Needed: 3 Funded: 3	2019: \$6,200,000 Phased: \$17,200,000
R-B-3	1500 South Commerce Way to US-89	New Construction: 0 to 3 lanes, 0.5 miles Local collector, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: \$5,100,000 Phased: \$14,200,000
R-B-4	I-15 3000 North to US-91	Widening: 2 NB/2 SB to 3 NB/3 SB lanes, 5.4 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 2 Funded: 2	2019: \$60,600,000 Phased: \$113,500,000
R-B-5	I-15 Frontage Road Perry Street to 750 North (SR-315)	New Construction: 0 to 3 lanes, 3.0 miles Local collector, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: \$52,700,000 Phased: \$146,100,000
R-B-6	1200 West Forest Street to US-91	New Construction: 0 to 3 lanes, 1.8 miles Local minor arterial, 2050 ROW: 106 ft.	Needed: 1 Funded: 1	2019: \$43,900,000 Phased: \$55,600,000
R-B-7	1200 West Promontory Road to Forest Street	Operational: 2 to 3 lanes, 1.7 miles Local collector, 2050 ROW: 106 ft.	Needed: 3 Funded: 3	2019: \$5,100,000 Phased: \$14,100,000
R-B-8	Perry Street 3600 South to 750 North (SR-315)	New Construction: 0 to 3 lanes, 1.5 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: \$15,400,000 Phased: \$19,400,000
R-B-9	Perry Street US-91 to 3600 South	Operational/New Construction: 2 to 3 lanes, 4.8 miles Local collector, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: \$33,600,000 Phased: \$62,900,000
R-B-10	US-89 US-91 to 8700 South	Operational: 5 to 5 lanes, 5.1 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 3	2019: \$15,300,000 Phased: \$42,400,000
R-B-11	Skyline/US-89 Connector 480 West to Skyline Drive	Corridor Preservation, 2.2 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: \$7,100,000 Phased: \$9,000,000
R-B-12	Highland Boulevard Main Street to Karleen Drive	Operational: 2 to 2 lanes, 1.9 miles Local collector, 2050 ROW: 80 ft.	Needed: 3 Funded: 3	2019: \$5,700,000 Phased: \$15,800,000
R-B-13	Highland Boulevard Karleen Drive to US-89/US-91	New Construction: 0 to 3 lanes, 0.8 miles Local collector, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: \$8,200,000 Phased: \$22,700,000
R-B-14	I-15 Interchange @ Promontory Road (SR-13)	Interchange Improvements UDOT freeway	Needed: 1 Funded: 1	2019: \$18,000,000 Phased: \$22,800,000
R-B-15	Forest Street Overpass @ 900 West Railroad Crossing	Grade-Separated Crossing Local minor arterial	Needed: 3 Funded: 3	2019: \$22,000,000 Phased: \$61,000,000
R-B-16	US-89/US-91 Interchange @ 200 South (SR-90)	Interchange Improvements UDOT freeway	Needed: 2 Funded: 3	2019: \$40,000,000 Phased: \$110,900,000
R-B-17	I-15 Interchange @ SR-126	Interchange Improvements UDOT freeway	Needed: 3 Funded: 3	2019: \$18,000,000 Phased: \$49,900,000
Weber County Projects				
R-W-1	Skyline Drive US-89 to 500 West	New Construction: 0 to 3 lanes, 2.1 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: \$23,500,000 Phased: \$29,800,000
R-W-2	3300 North SR-126 to US-89	New Construction: 0 to 5 lanes, 0.6 miles Local collector, 2050 ROW: 70 ft.	Needed: 3 Funded: 3	2019: \$40,300,000 Phased: \$111,600,000
R-W-3	2800 North/North Plain City Road 4200 West to SR-126	Operational: 2/3 to 2/3 lanes, 0.8 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: \$7,400,000 Phased: \$9,400,000

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ID	Project	Description	Phase ¹	Cost
R-W-4	2700 North 5900 West to 4650 West	Corridor Preservation, 2 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: \$6,500,000 Phased: \$8,200,000
R-W-5	2600 North/2700 North 4650 West to I-15	Operational: 2/3 to 2/3 lanes, 3.3 miles UDOT minor arterial, 2050 ROW: 80 ft.	Needed: 2 Funded: 3	2019: \$9,900,000 Phased: \$27,400,000
R-W-6	2600 North Washington Blvd to Fruitland Drive	Widening: 2 to 4 lanes, 0.7 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 2	2019: \$13,000,000 Phased: \$24,300,000
R-W-7	2550 North US-89 to Washington Blvd/ 400 East	Operational: 2 to 3 lanes, 1.8 miles Local collector, 2050 ROW: 86 ft.	Needed: 2 Funded: 3	2019: \$5,400,000 Phased: \$15,000,000
R-W-8	Harrisville Road 1200 West to US-89	Operational: 2 to 3 lanes, 1.4 miles Local collector, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: \$4,200,000 Phased: \$7,900,000
R-W-9	Pioneer Road (400 North) 4700 West to I-15	Operational: 2 to 3 lanes, 3.9 miles Local collector, 2050 ROW: 86 ft.	Needed: 3 Funded: 3	2019: \$11,700,000 Phased: \$32,400,000
R-W-10	North Street 530 West to Monroe Boulevard	Operational: 2/3 to 3 lanes, 1.7 miles Local collector, 2050 ROW: 70 ft.	Needed: 2 Funded: 2	2019: \$5,100,000 Phased: \$9,600,000
R-W-11	North Street 1200 West to 530 West	Operational: 3 to 3 lanes, 1 miles Local collector, 2050 ROW: 68 ft.	Needed: 2 Funded: 3	2019: \$6,300,000 Phased: \$17,600,000
R-W-12	2nd Street Wall Avenue to Monroe Boulevard	Operational: 2 to 2 lanes, 0.7 miles Local collector, 2050 ROW: 64 ft.	Needed: 1 Funded: 1	2019: \$4,000,000 Phased: \$5,100,000
R-W-13	1200 South (SR-39) 4700 West to SR-126	Widening: 2/5 to 5 lanes, 4.0 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 2 Funded: 2	2019: \$56,700,000 Phased: \$106,100,000
R-W-14	1200 South (SR-39) SR-126 to Wall Avenue	Widening: 5 to 7 lanes, 2.0 miles UDOT principal arterial, 2050 ROW: 120 ft.	Needed: 2 Funded: 2	2019: \$16,000,000 Phased: \$29,900,000
R-W-15	900 South 11000 West to West Weber Corridor	Operational: 2 to 3 lanes, 4.9 miles Local principal arterial, 2050 ROW: 110 ft.	Needed: 3 Funded: 3	2019: \$14,700,000 Phased: \$40,800,000
R-W-16	1200 South West Weber Corridor to 4700 West	Re-stripe: 2 to 5 lanes, 2.3 miles Local principal arterial, 2050 ROW: 110 ft.	Needed: 3 Funded: 3	2019: \$27,900,000 Phased: \$77,300,000
R-W-17	17th Street 1200 West to Wall Avenue	Operational: 2 to 3 lanes, 1.6 miles Local collector, 2050 ROW: 70 ft.	Needed: 1 Funded: 1	2019: \$4,800,000 Phased: \$6,100,000
R-W-18	17th Street Wall Avenue to Washington Blvd	Operational: 2 to 3 lanes, 0.4 miles Local collector, 2050 ROW: 70 ft.	Needed: 1 Funded: 1	2019: \$3,000,000 Phased: \$3,800,000
R-W-19	Valley Drive 20th Street to SR-39	Operational: 2 to 2 lanes, 1.3 miles Local collector, 2050 ROW: 30 ft.	Needed: 1 Funded: 1	2019: \$5,000,000 Phased: \$6,300,000
R-W-20	1800 South/2100 South 2700 West to 1900 West	New Construction: 0 to 3 lanes, 1.1 miles UDOT collector, 2050 ROW: 86 ft.	Needed: 3 Funded: 3	2019: \$12,300,000 Phased: \$34,200,000
R-W-21	20th Street Wall Avenue to Harrison Boulevard	Operational: 2/3/4 to 3/4 lanes, 1.6 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: \$4,800,000 Phased: \$6,100,000
R-W-22	21st Street Wall Avenue to Harrison Boulevard	Operational: 2/3 to 3 lanes, 1.6 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 3 Funded: 3	2019: \$4,800,000 Phased: \$13,300,000
R-W-23	24th Street I-15 to Lincoln Avenue	Widening: 2/3 to 5 lanes, 1.6 miles UDOT minor arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 2	2019: \$47,900,000 Phased: \$89,700,000
R-W-24	2550 South Extension West Weber Corridor to 5100 West	Corridor Preservation, 0.7 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: \$2,300,000 Phased: \$2,900,000
R-W-25	2550 South 5100 West to I-15	Operational: 2 to 3 lanes, 5.1 miles Local collector, 2050 ROW: 89 ft.	Needed: 1 Funded: 1	2019: \$15,300,000 Phased: \$19,400,000
R-W-26	26th Street Wall Avenue to Washington Blvd	Operational: 3 to 3 lanes, 0.4 miles Local collector, 2050 ROW: 93 ft.	Needed: 1 Funded: 1	2019: \$4,000,000 Phased: \$5,100,000
R-W-27	30th Street Washington Blvd to Harrison Blvd	Re-stripe: 3 to 4 lanes, 1.2 miles UDOT minor arterial, 2050 ROW: 88 ft.	Needed: 2 Funded: 2	2019: \$34,000 Phased: \$34,000
R-W-28	I-15 EB Exit Ramps (Realignment) 31st Street to 32nd Street	New Construction: 0 to 2 lanes, 0.4 miles UDOT minor arterial, 2050 ROW: 60 ft.	Needed: 3 Funded: 3	2019: \$29,200,000 Phased: \$80,900,000

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ID	Project	Description	Phase ¹	Cost
R-W-29	3300 South 4700 West to Midland Drive	Operational: 2 to 2 lanes, 3.3 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 3	2019: \$9,900,000 Phased: \$27,400,000
R-W-30	36th Street Washington Blvd to Harrison Blvd	Operational: 2 to 2 lanes, 1.2 miles Local collector, 2050 ROW: 60 ft.	Needed: 2 Funded: 2	2019: \$3,600,000 Phased: \$6,700,000
R-W-31	Hinckley Drive/3600 South 3500 West to Midland Drive	New Construction/Widening: 0/2 to 5 lanes, 1.4 miles Local principal arterial, 2050 ROW: 106 ft.	Needed: 3 Funded: 3	2019: \$29,100,000 Phased: \$90,600,000
R-W-32	4000 South West Weber Corridor to 4700 West	Widening: 2 to 5 lanes, 0.5 miles Local minor arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: \$16,100,000 Phased: \$20,400,000
R-W-33	4000 South (SR-37) Midland Drive to 1900 West (SR-126)	Operational: ~ to ~ lanes, 1.2 miles UDOT minor arterial, 2050 ROW: 110 ft.	Needed: 2 Funded: 2	2019: \$3,600,000 Phased: \$6,700,000
R-W-34	40th Street/Chimes View Drive Riverdale Road to US-89	Operational: 2 to 2 lanes, 0.8 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: \$2,400,000 Phased: \$4,500,000
R-W-35	4400 South 1900 West (SR-126) to 700 West	Operational: 2/3 to 3 lanes, 1.7 miles Local collector, 2050 ROW: 110 ft.	Needed: 2 Funded: 2	2019: \$5,100,000 Phased: \$9,600,000
R-W-36	4800 South 3500 West to 1700 West	Operational: 2/3 to 2/3 lanes, 2.3 miles Local collector, 2050 ROW: 66 ft.	Needed: 2 Funded: 3	2019: \$6,900,000 Phased: \$19,100,000
R-W-37	5600 South/5500 South West Weber Corridor to 3500 West	Widening: 2/3 to 5 lanes, 2 miles UDOT principal arterial, 2050 ROW: 86 ft.	Needed: 3 Funded: 3	2019: \$32,000,000 Phased: \$88,600,000
R-W-38	5600 South 3500 West to 1900 West (SR-126)	Widening: 2/3 to 5 lanes, 2 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: \$78,300,000 Phased: \$99,100,000
R-W-39	5600 South 1900 West (SR-126) to I-15	Widening: 4 to 6 lanes, 0.2 miles UDOT principal arterial, 2050 ROW: 106 ft.	Needed: 1 Funded: 1	2019: \$8,000,000 Phased: \$10,100,000
R-W-40	5500 West 3500 South to 5500 South	Operational: 2 to 3 lanes, 2.6 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: \$3,900,000 Phased: \$4,900,000
R-W-41	West Weber Corridor I-15 (North) to 900 South	Corridor Preservation, 10.0 miles UDOT principal arterial, 2050 ROW: 220 ft.	Needed: 1 Funded: 1	Included in project R-W-43
R-W-42	West Weber Corridor 900 South to Davis County Line	Corridor Preservation 7.5 miles UDOT principal arterial, 2050 ROW: 220 ft.	Needed: 1 Funded: 1	Included in project R-W-44
R-W-43	West Weber Corridor I-15 (North) to 900 South	New Construction: 0 to 2 lanes, 10.0 miles UDOT principal arterial, 2050 ROW: 220 ft.	Needed: 3 Funded: U	2019: \$177,600,000 Phased: \$492,400,000
R-W-44	West Weber Corridor 900 South to Davis County Line	New Construction: 0 to 2 lanes, 7.4 miles UDOT principal arterial, 2050 ROW: 220 ft.	Needed: 2 Funded: U	2019: \$131,200,000 Phased: \$363,600,000
R-W-45	West Weber Corridor 900 South to Davis County Line	Widening: 2 to 4 lanes, 7.4 miles UDOT principal arterial, 2050 ROW: 220 ft.	Needed: 3 Funded: U	2019: \$51,600,000 Phased: \$143,200,000
R-W-46	4700 West 2575 North to 2200 North	Corridor Preservation, 0.5 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: \$1,600,000 Phased: \$2,000,000
R-W-47	4700 West 2200 North to 1150 South	Operational: 2 to 2 lanes, 3.6 miles UDOT minor arterial, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: \$12,600,000 Phased: \$34,800,000
R-W-48	4700 West 1150 South to 4000 South	Operational: 2/3 to 2/3 lanes, 3.8 miles UDOT minor arterial, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: \$13,300,000 Phased: \$36,800,000
R-W-49	4700 West 4800 South to 5500 South	Operational: 2 to 3 lanes, 0.8 miles Local collector, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: \$2,400,000 Phased: \$6,700,000
R-W-50	3600 West 2600 North to 1975 North	Operational: 2 to 2 lanes, 0.9 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: \$2,400,000 Phased: \$3,000,000
R-W-51	3500 West 1650 North to Pioneer Road	New Construction: 0 to 3 lanes, 0.5 miles Local collector, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: \$29,100,000 Phased: \$90,700,000

L-3

ID	Project	Description	Phase ¹	Cost
R-W-52	3500 West/Midland Drive (SR-108) 4275 South to Davis County Line	Widening: 3 to 5 lanes, 2.5 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: \$65,500,000 Phased: \$82,900,000
R-W-53	Midland Drive (SR-108) 1900 West (SR-126) to Hindkley Dr.	Widening: 3 to 5 lanes, 0.9 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 2	2019: \$23,600,000 Phased: \$44,200,000
R-W-54	2575 West 3000 North to 2625 North	New Construction: 0 to 3 lanes, 0.2 miles Local collector, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: \$2,000,000 Phased: \$5,700,000
R-W-55	2000 West (SR-126) (realignment) 2900 North to 2225 North	New Construction: 0 to 3 lanes, 1.4 miles UDOT principal arterial, 2050 ROW: 68 ft.	Needed: 1 Funded: 1	2019: \$14,500,000 Phased: \$18,300,000
R-W-56	1900 West/2000 West (SR-126) 2225 North to 1200 South	Operational: 2/3/5 to 5 lanes, 4.1 miles UDOT principal arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 3	2019: \$12,300,000 Phased: \$34,100,000
R-W-57	Main Street/State Street (SR-126) Riverdale Road to Davis County Line	Operational: 5/6 to 5/6 lanes, 1.1 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 2 Funded: 3	2019: \$3,300,000 Phased: \$9,100,000
R-W-58	Midland Drive (SR-108) 1900 West (SR-126) to I-15	New Construction: 0 to 5 lanes, 1.4 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: \$26,900,000 Phased: \$34,000,000
R-W-59	I-15 Managed Motorways Box Elder Co. Line to Davis Co. Line	Operational: 3 NB/SB to 3 NB/SB lanes, 13.6 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 1 Funded: 2	2019: \$80,000,000 Phased: \$149,800,000
R-W-60	I-15 I-84 to Davis County Line	Widening: 6+2 HOT to 8+2 HOT lanes, 2.8 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 1 Funded: U	2019: \$269,500,000 Phased: \$747,300,000
R-W-61	Rulon White Boulevard Skyline Drive to 2700 North (SR-134)	New Construction: 0 to 3 lanes, 2.2 miles Local collector, 2050 ROW: 60 ft.	Needed: 3 Funded: 3	2019: \$21,900,000 Phased: \$60,600,000
R-W-62	1200 West 17th Street to 21st Street	New Construction: 0 to 3 lanes, 0.6 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: \$18,700,000 Phased: \$23,700,000
R-W-63	1200 West 2700 North to 17th Street	Operational: 2 to 3 lanes, 0.5 miles Local collector, 2050 ROW: 86 ft.	Needed: 3 Funded: 3	2019: \$1,500,000 Phased: \$4,200,000
R-W-64	900 West/River Park Drive Extension Weber River Drive to 900 West	New Construction: 0 to 3 lanes, 0.5 miles Local collector, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: \$4,400,000 Phased: \$12,100,000
R-W-65	Skyline Drive 500 West to 2600 North	New Construction: 0 to 3 lanes, 4.0 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: \$44,900,000 Phased: \$56,800,000
R-W-66	Washington Boulevard 12th Street to Riverdale Road	Operational: 5/6/7 to 5/6/7 lanes, 3.0 miles UDOT principal arterial, 2050 ROW: 150 ft.	Needed: 2 Funded: 3	2019: \$9,000,000 Phased: \$25,000,000
R-W-67	450 East/400 East Skyline Drive to 4000 North	New Construction: 0 to 3 lanes, 0.4 miles Local collector, 2050 ROW: 70 ft.	Needed: 3 Funded: 3	2019: \$4,200,000 Phased: \$11,600,000
R-W-68	Monroe Boulevard 3100 North to 1300 North	New Construction: 0 to 5 lanes, 2.5 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 3 Funded: 3	2019: \$28,000,000 Phased: \$77,700,000
R-W-69	Glasman Way Extension 42nd Street to 4525 South	New Construction: 2 to 3 lanes, 0.5 miles Local collector, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: \$4,400,000 Phased: \$12,100,000
R-W-70	Harrison Boulevard/Mountain Road 2600 North to 12th Street	Operational: 2/3/4 to 3/4 lanes, 4.7 miles Local collector, 2050 ROW: 86 ft.	Needed: 3 Funded: 3	2019: \$14,100,000 Phased: \$39,100,000
R-W-71	Harrison Boulevard 12th Street to Country Hills Drive	Operational: 4/5/6 to 4/5/6 lanes, 3.9 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 2 Funded: 3	2019: \$11,700,000 Phased: \$32,400,000
R-W-72	Harrison Boulevard Country Hills Drive to US-89	Widening: 5 to 7 lanes, 2.3 miles UDOT principal arterial, 2050 ROW: 123 ft.	Needed: 2 Funded: 3	2019: \$37,200,000 Phased: \$103,100,000
R-W-73	US-89 Harrison Boulevard to I-84	Widening: 5 to 7 lanes, 1.7 miles UDOT freeway, 2050 ROW: 150 ft.	Needed: 1 Funded: 2	2019: \$62,000,000 Phased: \$116,100,000

L-4

ID	Project	Description	Phase ¹	Cost
R-W-74	2700 North Overpass @ 1200 West Railroad Crossing	Grade-Separated Crossing UDOT principal arterial	Needed: 1 Funded: 2	2019: \$22,000,000 Phased: \$41,200,000
R-W-75	I-15 Interchange @ Pioneer Road	Interchange Improvements UDOT freeway	Needed: 3 Funded: 3	2019: \$18,000,000 Phased: \$49,900,000
R-W-76	I-15 Interchange @ 24th Street	Interchange Improvements UDOT freeway	Needed: 1 Funded: 1	2019: \$96,000,000 Phased: \$121,500,000
R-W-77	I-15 Interchange @ 5600 South	Interchange Improvements UDOT freeway	Needed: 1 Funded: 1	2019: \$10,000,000 Phased: \$22,800,000
R-W-78	400 North Overpass @ 530 West Railroad Crossing	Grade-Separated Crossing Local collector	Needed: 2 Funded: 2	2019: \$22,000,000 Phased: \$41,200,000
R-W-79	1200 South Overpass @ 500 West Railroad Crossing	Grade-Separated Crossing UDOT principal arterial	Needed: 2 Funded: 2	2019: \$22,000,000 Phased: \$41,200,000
R-W-80	4000 South Overpass @ 2500 West Railroad Crossing	Grade-Separated Crossing Local minor arterial	Needed: 3 Funded: 3	2019: \$22,000,000 Phased: \$61,000,000
R-W-81	4800 South Overpass @ 2700 West Railroad Crossing	Grade-Separated Crossing Local collector	Needed: 3 Funded: 3	2019: \$22,000,000 Phased: \$61,000,000
R-W-82	US-89 Interchange @ I-84	Interchange Improvements UDOT freeway	Needed: 1 Funded: 1	2019: \$300,000,000 Phased: \$379,600,000
Davis County Projects				
R-D-1	South Weber Drive SR-168 to 2100 East	Operational: 2/3 to 2/3 lanes, 5.5 miles Local collector, 2050 ROW: 60 ft.	Needed: 3 Funded: 3	2019: \$16,500,000 Phased: \$45,700,000
R-D-2	1800 North 2000 West to SR-126	Widening: 2/3 to 5 lanes, 2.0 miles UDOT principal arterial, 2050 ROW: 120 ft.	Needed: 1 Funded: 1	2019: \$35,300,000 Phased: \$44,700,000
R-D-3	1800 North West Davis Corridor to 2000 West	Widening: 2 to 5 lanes, 2.0 miles UDOT principal arterial, 2050 ROW: 120 ft.	Needed: 2 Funded: 3	2019: \$29,900,000 Phased: \$83,000,000
R-D-4	300 North 4500 West to 2000 West	Operational: 2 to 2 lanes, 2.5 miles Local minor arterial, 2050 ROW: 53 ft.	Needed: 3 Funded: 3	2019: \$7,500,000 Phased: \$20,800,000
R-D-5	SR-193 Extension West Davis Corridor to 3000 West	New Construction: 0 to 5 lanes, 0.7 miles UDOT minor arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: \$8,700,000 Phased: \$11,000,000
R-D-6	SR-193 Extension 4500 West to West Davis Corridor	New Construction: 0 to 3 lanes, 1.0 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 2	2019: \$12,400,000 Phased: \$23,200,000
R-D-7	SR-193 1000 West to I-15	Widening: 5 to 7 lanes, 2.4 miles UDOT principal arterial, 2050 ROW: 150 ft.	Needed: 2 Funded: 3	2019: \$40,700,000 Phased: \$112,900,000
R-D-8	SR-193 I-15 to Fort Lane	Widening: 5 to 7 lanes, 2.2 miles UDOT principal arterial, 2050 ROW: 150 ft.	Needed: 2 Funded: 3	2019: \$37,300,000 Phased: \$103,400,000
R-D-9	SR-193 Fort Lane to US-89	Operational: 5 to 5 lanes, 2.8 miles UDOT principal arterial, 2050 ROW: 150 ft.	Needed: 2 Funded: 3	2019: \$6,400,000 Phased: \$23,300,000
R-D-10	Antelope Drive (SR-127) West Davis Corridor to 2000 West	Widening: 2/3 to 5 lanes, 0.8 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: \$13,700,000 Phased: \$17,400,000
R-D-11	Antelope Drive (SR-108) 2000 West to I-15	Operational: 5/7 to 5/7 lanes, 3.8 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 2	2019: \$11,400,000 Phased: \$21,400,000
R-D-12	Antelope Drive (SR-127) 4500 West to West Davis Corridor	Operational: 2 to 2 lanes, 1.7 miles UDOT principal arterial, 2050 ROW: 60 ft.	Needed: 2 Funded: 3	2019: \$5,100,000 Phased: \$14,100,000

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ID	Project	Description	Phase ¹	Cost
R-D-13	Gordon Avenue (1000 North) 1600 East to US-89	New Construction: 0 to 3 lanes, 1.3 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: \$9,000,000 Phased: \$11,400,000
R-D-14	Gordon Avenue (1000 North) Fairfield Road to Emerald Drive	Operational: 3 to 3 lanes, 0.8 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: \$2,300,000 Phased: \$4,200,000
R-D-15	West Hill Field Road Bluff Ridge Boulevard to 2200 West	Operational: 2/3 to 3 lanes, 1.5 miles Local minor arterial, 2050 ROW: 60 ft.	Needed: 3 Funded: 3	2019: \$4,500,000 Phased: \$12,500,000
R-D-16	Gentile Street 2000 West to Bluff Road	Operational: 2 to 3 lanes, 1.2 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: \$3,600,000 Phased: \$4,800,000
R-D-17	Gentile Street Main Street to Fairfield Road	Widening: 3 to 5 lanes, 1.1 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 2 Funded: 2	2019: \$17,600,000 Phased: \$32,900,000
R-D-18	Bluff Road Extension Bluff Road to Layton Parkway	New Construction: 0 to 3 lanes, 1.4 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 3 Funded: 3	2019: \$15,700,000 Phased: \$43,500,000
R-D-19	Layton Parkway 2700 West to 1700 West	New Construction: 0 to 3 lanes, 1.0 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: \$11,200,000 Phased: \$14,200,000
R-D-20	200 North (Kaysville) West Davis Corridor to I-15	Operational: 2/3/4 to 2/5 lanes, 2.3 miles Local minor arterial, 2050 ROW: 60 ft.	Needed: 3 Funded: 3	2019: \$6,900,000 Phased: \$19,100,000
R-D-21	Shepard Lane West Davis Corridor to I-15	New Construction: 0 to 5 lanes, 1.2 miles Local minor arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 1	2019: \$14,300,000 Phased: \$18,100,000
R-D-22	Park Lane Station Parkway to Lagoon Drive	Operational: 5 to 5 lanes, 0.8 miles Local principal arterial, 2050 ROW: 120 ft.	Needed: 1 Funded: 1	2019: \$15,000,000 Phased: \$19,000,000
R-D-23	500 South I-15 to Main Street	Operational: 5 to 5 lanes, 1.0 miles Local principal arterial, 2050 ROW: 67 ft.	Needed: 2 Funded: 2	2019: \$3,000,000 Phased: \$5,600,000
R-D-24	Center Street Legacy Parkway to US-89	Operational: 2 to 2 lanes, 1.6 miles Local collector, 2050 ROW: 96 ft.	Needed: 1 Funded: 1	2019: \$4,800,000 Phased: \$6,100,000
R-D-25	5000 West Weber County Line to 1800 North	Operational: 2 to 2 lanes, 0.6 miles Local minor arterial, 2050 ROW: 53 ft.	Needed: 3 Funded: 3	2019: \$1,800,000 Phased: \$5,000,000
R-D-26	4500 West Weber Co. Line to Antelope Drive	Operational: 2 to 2 lanes, 4.4 miles Local minor arterial, 2050 ROW: 55 ft.	Needed: 3 Funded: 3	2019: \$13,200,000 Phased: \$36,600,000
R-D-27	West Davis Corridor Weber County Line to 1800 North	Corridor Preservation, 0.9 miles UDOT freeway, 2050 ROW: 320 ft.	Needed: 1 Funded: 1	Included in project R-D-28
R-D-28	West Davis Corridor Weber County Line to 1800 North	New Construction: 0 to 2 lanes, 0.9 miles UDOT principal arterial, 2050 ROW: 320 ft.	Needed: 2 Funded: 2	2019: \$45,600,000 Phased: \$85,400,000
R-D-29	West Davis Corridor Weber County Line to 3000 West	Widening: 2 to 4 lanes, 3.8 miles UDOT principal arterial, 2050 ROW: 320 ft.	Needed: 2 Funded: 3	2019: \$26,600,000 Phased: \$73,700,000
R-D-30	West Davis Corridor 1800 North to I-15/US-89/Legacy	New Construction: 0 to 2/4 lanes, 20.9 miles UDOT freeway, 2050 ROW: 320 ft.	Needed: 1 Funded: 1	2019: \$650,000,000 Phased: \$822,500,000
R-D-31	2000 West (SR-108) Weber County Line to 300 North	Widening: 3 to 5 lanes, 2.5 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: \$65,500,000 Phased: \$82,900,000
R-D-32	2000 West Antelope Drive to West Davis Corridor	Widening: 2/3 to 5 lanes, 1.4 miles Local minor arterial, 2050 ROW: 99 ft.	Needed: 2 Funded: 2	2019: \$23,300,000 Phased: \$43,600,000
R-D-33	1000 West 800 North to Bluff Road	Operational: 2 to 2 lanes, 4.3 miles Local minor arterial, 2050 ROW: 96 ft.	Needed: 2 Funded: 3	2019: \$12,900,000 Phased: \$35,800,000
R-D-34	500 West C Street to 1980 South	New Construction: 0 to 3 lanes, 0.1 miles Local collector, 2050 ROW: 84 ft.	Needed: 1 Funded: 1	2019: \$1,100,000 Phased: \$1,400,000
R-D-35	Bluff Ridge Boulevard 700 North to Gentile Street	New Construction: 0 to 3 lanes, 0.8 miles Local minor arterial, 2050 ROW: 99 ft.	Needed: 2 Funded: 2	2019: \$9,500,000 Phased: \$17,800,000
R-D-36	Main Street/State Street (SR-126) Weber County Line to Layton Parkway	Operational: 5 to 5 lanes, 7.9 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 1	2019: \$23,700,000 Phased: \$30,000,000
R-D-37	Depot Street SR-193 to Clearfield FrontRunner Sta.	New Construction: 0 to 3 lanes, 0.5 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: \$2,000,000 Phased: \$2,500,000

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ID	Project	Description	Phase ¹	Cost
R-D-38	2700 West (Layton) 2550 West to West Davis Corridor	New Construction: 0 to 3 lanes, 1.3 miles Local collector, 2050 ROW: 99 ft.	Needed: 1 Funded: 1	2019: \$15,400,000 Phased: \$19,500,000
R-D-39	1000 East SR-193 to Antelope Drive	Operational: 2/3 to 2/3 lanes, 1.0 miles Local collector, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: \$3,000,000 Phased: \$5,600,000
R-D-40	I-15 Managed Motorways Weber Co. Line to Salt Lake Co. Line	Operational: 6/8+2 HOT to 6/8+2 HOT lanes, 25.6 mi. UDOT freeway, 2050 ROW: 329 ft.	Needed: 1 Funded: 2	2019: \$76,800,000 Phased: \$143,800,000
R-D-41	I-15 Weber County Line to Farmington	Widening: 6+2 HOT to 8+2 HOT lanes, 12.1 miles UDOT freeway, 2050 ROW: 200 ft.	Needed: 1 Funded: 1	2019: \$1,093,400,000 Phased: \$3,031,400,000
R-D-42	Legacy Parkway I-15/US-89 to I-215	Widening: 2 NB/SB to 2+HOT NB/SB lanes, 13.4 mi. UDOT freeway, 2050 ROW: 140 ft.	Needed: 1 Funded: 2	2019: \$67,000,000 Phased: \$125,500,000
R-D-43	Hill Field Road (SR-232) SR-193 to I-15	Operational: 5 to 5 lanes, 2.1 miles UDOT minor arterial, 2050 ROW: 110 ft.	Needed: 2 Funded: 3	2019: \$6,300,000 Phased: \$17,500,000
R-D-44	South Bench Drive I-84 to South Weber Drive	New Construction: 0 to 3 lanes, 1.3 miles Local minor arterial, 2050 ROW: 78 ft.	Needed: 1 Funded: 1	2019: \$14,100,000 Phased: \$17,800,000
R-D-45	Main Street Layton Pkwy to 300 West (Kaysville)	Re-stripe: 3/5 to 5 lanes, 1.4 miles Local minor arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 1	2019: \$21,000 Phased: \$21,000
R-D-46	Redwood Road 500 South to 2600 South	Widening: 2/3 to 5 lanes, 1.6 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 2 Funded: 3	2019: \$24,800,000 Phased: \$69,700,000
R-D-47	South Bench Drive South Weber Drive to Fairfield Road	New Construction: 0 to 3 lanes, 2.9 miles Local minor arterial, 2050 ROW: 78 ft.	Needed: 3 Funded: 3	2019: \$43,400,000 Phased: \$120,300,000
R-D-48	Fairfield Road SR-193 to 200 North	Operational: 2/3 to 2/3 lanes, 4.6 miles Local minor arterial, 2050 ROW: 80 ft.	Needed: 2 Funded: 2	2019: \$13,800,000 Phased: \$25,800,000
R-D-49	Main Street 300 West (Kaysville) to US-89	Operational: 5 to 5 lanes, 2.8 miles Local minor arterial, 2050 ROW: 100 ft.	Needed: 3 Funded: 3	2019: \$8,400,000 Phased: \$23,300,000
R-D-50	Church Street Extension South Bench Drive to SR-193	New Construction: 0 to 3 lanes, 1.4 miles Local collector, 2050 ROW: 78 ft.	Needed: 3 Funded: 3	2019: \$15,200,000 Phased: \$42,000,000
R-D-51	I-15 2600 South to Salt Lake County Line	Widening: 6+2 HOT to 8+2 HOT lanes, 3.0 miles UDOT freeway, 2050 ROW: 200 ft.	Needed: 1 Funded: 1	2019: \$18,500,000 Phased: \$23,400,000
R-D-52	1250 West/650 West Glovers Lane to 1275 North	New Construction: 0 to 3 lanes, 2.3 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: \$23,500,000 Phased: \$29,800,000
R-D-53	I-15 Farmington to Salt Lake County Line	Widening: 8+2 HOT to 8+4 HOT lanes, 12.2 miles UDOT freeway, 2050 ROW: 383 ft.	Needed: 1 Funded: 3	2019: \$1,338,800,000 Phased: \$3,711,800,000
R-D-54	Farmington Frontage Rd. Connection Lagoon Drive to 200 West (SR-227)	New Construction: 0 to 3 lanes, 0.1 miles Local collector, 2050 ROW: 70 ft.	Needed: 3 Funded: 3	2019: \$1,000,000 Phased: \$2,900,000
R-D-55	US-89 I-84 to Antelope Drive	Widening: 5/6 to 7 lanes, 5.5 miles UDOT freeway, 2050 ROW: 150 ft.	Needed: 1 Funded: 1	Included in project R-D-56
R-D-56	US-89 Antelope Drive to I-15 (Farmington)	Widening: 4/5 to 6 lanes, 8.9 miles UDOT freeway, 2050 ROW: 150 ft.	Needed: 1 Funded: 1	2019: \$275,000,000 Phased: \$348,000,000
R-D-57	500 West (US-89) I-15 to 2600 South	Operational: 5 to 5 lanes, 2.6 miles UDOT principal arterial, 2050 ROW: 80 ft.	Needed: 1 Funded: 2	2019: \$7,800,000 Phased: \$14,600,000
R-D-58	Davis Boulevard Extension Davis Boulevard to 400 North	New Construction: 0 to 3 lanes, 0.1 miles Local collector, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: \$1,000,000 Phased: \$2,800,000
R-D-59	1800 North Overpass @ 500 West Railroad Crossing	Grade-Separated Crossing UDOT principal arterial	Needed: 1 Funded: 1	2019: \$22,000,000 Phased: \$27,800,000
R-D-60	I-15 Interchange @ 1800 North	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: \$90,000,000 Phased: \$113,900,000
R-D-61	I-15 Interchange @ 650 North	Interchange Improvements UDOT freeway	Needed: 1 Funded: 1	2019: \$18,000,000 Phased: \$22,800,000
R-D-62	I-15 Interchange @ SR-193	Interchange Improvements UDOT freeway	Needed: 1 Funded: 1	2019: \$60,000,000 Phased: \$75,900,000

ID	Project	Description	Phase ¹	Cost
R-D-63	I-15 Interchange @ Antelope Drive	Interchange Improvements UDOT freeway	Needed: 1 Funded: 1	2019: \$18,000,000 Phased: \$22,800,000
R-D-64	I-15 Interchange @ 200 North	Interchange Improvements UDOT freeway	Needed: 1 Funded: 2	2019: \$18,000,000 Phased: \$33,700,000
R-D-65	I-15 Interchange @ Shepard Lane	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: \$47,000,000 Phased: \$59,500,000
R-D-66	Hill Field Road Overpass @ FrontRunner Railroad Crossing	Grade-Separated Crossing Local principal arterial	Needed: 2 Funded: 2	2019: \$22,000,000 Phased: \$41,200,000
R-D-67	US-89 Interchange @ Antelope Drive	New Construction UDOT freeway	Needed: 1 Funded: 1	Included in project R-D-56
R-D-68	US-89 Interchange @ Gordon Avenue	New Construction UDOT freeway	Needed: 1 Funded: 1	Included in project R-D-56
R-D-69	US-89 Interchange @ Oak Hills Drive (SR-109)	New Construction UDOT freeway	Needed: 1 Funded: 1	Included in project R-D-56
R-D-70	Crestwood Road Overpass @ US-89	Grade-Separated Crossing Local collector	Needed: 1 Funded: 1	2019: \$22,000,000 Phased: \$27,800,000
R-D-71	US-89 Interchange @ 400 North (Fruit Heights)	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: \$60,000,000 Phased: \$75,900,000
R-D-72	US-89 Interchange @ Niddolls Road	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: \$40,000,000 Phased: \$50,600,000
R-D-73	I-15 Interchange @ Parish Lane	Interchange Improvements UDOT freeway	Needed: 2 Funded: 2	2019: \$18,000,000 Phased: \$33,700,000
R-D-74	Porter Lane Overpass @ I-15	Grade-Separated Crossing Local collector	Needed: 1 Funded: 2	2019: \$22,000,000 Phased: \$41,200,000
R-D-75	500 South Overpass @ 800 West Railroad Crossing	Grade-Separated Crossing Local minor arterial	Needed: 1 Funded: 1	2019: \$22,000,000 Phased: \$27,800,000
R-D-76	1500 South Overpass @ 900 West Railroad Crossing	Grade-Separated Crossing Local collector	Needed: 2 Funded: 2	2019: \$22,000,000 Phased: \$41,200,000
R-D-77	2600 South/1100 North Overpass @ 1050 West Railroad Crossing	Grade-Separated Crossing Local minor arterial	Needed: 1 Funded: 1	2019: \$22,000,000 Phased: \$27,800,000
R-D-78	Center Street Overpass @ 300 West Railroad Crossing	Grade-Separated Crossing Local collector	Needed: 1 Funded: 1	2019: \$22,000,000 Phased: \$27,800,000
R-D-79	I-215 Interchange @ I-15/US-89	Interchange Improvements UDOT freeway	Needed: 3 Funded: U	2019: \$126,000,000 Phased: \$349,300,000
R-D-80	I-215 Interchange @ Legacy Parkway	Interchange Improvements UDOT freeway	Needed: 3 Funded: U	2019: \$126,000,000 Phased: \$349,300,000
Salt Lake County Projects				
R-S-1	1700 North 8000 West to 7600 West	New Construction: 0 to 3 lanes, 0.5 miles Local collector, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: \$5,100,000 Phased: \$9,600,000
R-S-2	1400 North 8000 West to 7200 West	New Construction: 0 to 3 lanes, 0.9 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: \$2,500,000 Phased: \$3,100,000
R-S-3	1200 North 8400 West to 6600 West	New Construction: 0 to 3 lanes, 2.2 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: \$22,500,000 Phased: \$42,200,000
R-S-4	700 North 8400 West to 5600 West	New Construction: 0 to 3 lanes, 3.5 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: \$9,500,000 Phased: \$12,100,000
R-S-5	400 North 8000 West to 6600 West	New Construction: 0 to 3 lanes, 1.7 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: \$17,400,000 Phased: \$32,600,000
R-S-6	I-80 Tonale County Line to I-15	Widening: 2/3 EB/WB to 3/4 EB/WB lanes, 15.9 miles UDOT freeway, 2050 ROW: 325 ft.	Needed: 2 Funded: 3	2019: \$167,100,000 Phased: \$463,300,000

ID	Project	Description	Phase ¹	Cost
R-S-7	700 South (Realignment) 5600 West to 5300 West	New Construction: 0 to 3 lanes, 0.4 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: \$4,100,000 Phased: \$5,200,000
R-S-8	700 South 5300 West to Bangerter Highway	Operational: 2/3 to 2/3 lanes, 1.6 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: \$4,800,000 Phased: \$9,000,000
R-S-9	700 South 7200 West to 6400 West	New Construction: 0 to 3 lanes, 1.0 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 3	2019: \$10,200,000 Phased: \$28,400,000
R-S-10	California Avenue Mountain View Corridor to 4800 West	Widening: 2/3 to 5 lanes, 1.3 miles Local minor arterial, 2050 ROW: 110 ft.	Needed: 2 Funded: 2	2019: \$9,100,000 Phased: \$17,000,000
R-S-11	1300 South 7200 West to Mountain View Corridor	New Construction: 0 to 5 lanes, 2.7 miles Local minor arterial, 2050 ROW: 123 ft.	Needed: 2 Funded: 3	2019: \$29,100,000 Phased: \$80,600,000
R-S-12	2100 South I-15 to 1300 East	Operational: 4/5/6 to 5/6 lanes, 2.6 miles Local minor arterial, 2050 ROW: 96 ft.	Needed: 1 Funded: 1	2019: \$7,800,000 Phased: \$9,900,000
R-S-13	SR-201 Tooele Co. Line to Rio Tinto Driveway	Widening: 3/4 to 5 lanes, 1.1 miles UDOT freeway, 2050 ROW: 88 ft.	Needed: 1 Funded: 1	2019: \$11,100,000 Phased: \$14,000,000
R-S-14	SR-201 Mountain View Corridor to I-15	Widening: 3 EB/WB to 3+HOT EB/WB lanes, 6.0 mi. UDOT freeway, 2050 ROW: 375 ft.	Needed: 2 Funded: 2	2019: \$232,000,000 Phased: \$434,600,000
R-S-15	SR-201 SR-111 Bypass to Mountain View Cor.	Widening: 2 EB, 2 WB to 3 EB, 3 WB lanes, 4.6 miles UDOT freeway, 2050 ROW: 300 ft.	Needed: 2 Funded: 2	2019: \$69,000,000 Phased: \$129,200,000
R-S-16	2550 South 7200 West to 6750 West	New Construction: 0 to 3 lanes, 0.5 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: \$5,600,000 Phased: \$7,100,000
R-S-17	2400 South 6400 West to 5600 West	New Construction: 0 to 3 lanes, 1.3 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: \$4,000,000 Phased: \$5,100,000
R-S-18	2400 South 3200 West to 2700 West	New Construction: 0 to 5 lanes, 0.5 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: \$9,000,000 Phased: \$11,400,000
R-S-19	I-80 1300 East to I-215 (East)	Widening: 3 EB, 3 WB to 4 EB, 4 WB lanes, 3.3 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 1 Funded: 1	2019: \$29,700,000 Phased: \$37,600,000
R-S-20	I-80 I-215 (East) to Lambs Canyon	Widening: 3 EB, 3 WB to 4 EB, 4 WB lanes, 8.0 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 1 Funded: 2	2019: \$44,900,000 Phased: \$94,100,000
R-S-21	I-80 I-15 to I-215 (East)	Operational: 3/4 NB/SB to 3/4 NB/SB lanes, 8.2 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 2 Funded: 3	2019: \$24,600,000 Phased: \$68,200,000
R-S-22	2550 South Thoreau Drive to 7200 West	New Construction: 0 to 3 lanes, 0.9 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: \$10,100,000 Phased: \$12,800,000
R-S-23	Parkway Boulevard (2700 South) 7200 West to 5600 West	Widening: 2 to 5 lanes, 2.0 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: \$5,000,000 Phased: \$6,300,000
R-S-24	3300 South/3500 South I-215 (West) to Highland Drive	Operational: 5/6 to 5/6 lanes, 5.2 miles UDOT principal arterial, 2050 ROW: 126 ft.	Needed: 1 Funded: 2	2019: \$15,600,000 Phased: \$29,200,000
R-S-25	3500 South 7200 West to Mountain View Corridor	Widening: 3 to 5 lanes, 1.8 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 3 Funded: 3	2019: \$30,000,000 Phased: \$83,200,000
R-S-26	3500 South Mountain View Corridor to 4000 West	Widening: 5 to 7 lanes, 2.2 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 2 Funded: 3	2019: \$35,200,000 Phased: \$97,500,000
R-S-27	4100 South Mountain View Cor. to Redwood Road	Operational: 5/7 to 5/7 lanes, 4.8 miles Local minor arterial, 2050 ROW: 75 ft.	Needed: 1 Funded: 2	2019: \$14,400,000 Phased: \$27,000,000
R-S-28	4500 South 900 East to Highland Drive	Widening: 3/4 to 5 lanes, 1.3 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 3 Funded: 3	2019: \$21,400,000 Phased: \$59,400,000
R-S-29	4700 South 5600 West to 4000 West	Widening: 3/4 to 5 lanes, 2.0 miles Local principal arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: \$15,000,000 Phased: \$19,000,000
R-S-30	4700 South 4000 West to I-215	Widening/Operational: 5/6 to 7 lanes, 1.8 miles Local principal arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: \$27,000,000 Phased: \$34,200,000
R-S-31	4700 South SR-111 to 5600 West (SR-172)	New Construction/Widening: 0/3 to 5 lanes, 3.5 miles Local principal arterial, 2050 ROW: 99 ft.	Needed: 2 Funded: 3	2019: \$61,800,000 Phased: \$171,200,000

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ID	Project	Description	Phase ¹	Cost
R-S-32	5400 South SR-111 to Mountain View Corridor	Widening: 2/4 to 5 lanes, 1.6 miles UDOT minor arterial, 2050 ROW: 100 ft.	Needed: 2 Funded: 3	2019: \$13,600,000 Phased: \$37,600,000
R-S-33	5400 South Redwood Road to State Street	Operational: 5/7 to 5/7 lanes, 2.7 miles UDOT minor arterial, 2050 ROW: 100 ft.	Needed: 2 Funded: 3	2019: \$8,100,000 Phased: \$22,500,000
R-S-34	Vine Street 900 East to Van Winkle Expressway	Widening/Operational: 2/3 to 2/3 lanes, 0.9 miles Local collector, 2050 ROW: 80 ft.	Needed: 1 Funded: 1	2019: \$6,700,000 Phased: \$8,500,000
R-S-35	6200 South I-215 to Wasatch Boulevard	Widening: 5 to 7 lanes, 0.9 miles UDOT principal arterial, 2050 ROW: 125 ft.	Needed: 1 Funded: 1	2019: \$3,900,000 Phased: \$4,900,000
R-S-36	6200 South SR-111 to Mountain View Corridor	Widening: 3 to 5 lanes, 0.7 miles Local minor arterial, 2050 ROW: 110 ft.	Needed: 2 Funded: 2	2019: \$8,700,000 Phased: \$16,200,000
R-S-37	6200 South Mountain View Corridor to Redwood Road	Widening: 4/5 to 7 lanes, 5.6 miles Local minor arterial, 2050 ROW: 110 ft.	Needed: 2 Funded: 2	2019: \$90,600,000 Phased: \$169,700,000
R-S-38	Fort Union Boulevard 3000 East to Wasatch Boulevard	Widening: 3/5 to 5/7 lanes, 1.0 miles Local minor arterial, 2050 ROW: 80 ft.	Needed: 1 Funded: 1	2019: \$3,600,000 Phased: \$4,600,000
R-S-39	Fort Union Boulevard 900 East to 3000 East	Operational: 5/7 to 5/7 lanes, 3.2 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 2 Funded: 2	2019: \$9,600,000 Phased: \$18,000,000
R-S-40	7000 South Bangerter Highway to Redwood Road	Widening: 4 to 5 lanes, 2.0 miles Local minor arterial, 2050 ROW: 99 ft.	Needed: 1 Funded: 1	2019: \$31,900,000 Phased: \$40,300,000
R-S-41	7000 South/7200 South Redwood to Bingham Junction Blvd	Widening: 5 to 7 lanes, 1.3 miles UDOT principal arterial, 2050 ROW: 123 ft.	Needed: 1 Funded: 2	2019: \$33,000,000 Phased: \$61,700,000
R-S-42	Bengal Boulevard Highland Drive to 2325 East	Operational: 3/5 to 3/5 lanes, 0.5 miles Local minor arterial, 2050 ROW: 70 ft.	Needed: 1 Funded: 1	2019: \$2,600,000 Phased: \$3,300,000
R-S-43	7800 South 5600 West to Redwood Road	Operational: 5 to 5 lanes, 3.5 miles Local principal arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 1	2019: \$10,500,000 Phased: \$13,300,000
R-S-44	7800 South Redwood to Bingham Junction Blvd	Widening: 5 to 7 lanes, 1.2 miles Local minor arterial, 2050 ROW: 110 ft.	Needed: 2 Funded: 2	2019: \$19,100,000 Phased: \$35,700,000
R-S-45	7800 South Bingham Junction Blvd to 900 East	Operational: 2/3/5 to 2/3/5 lanes, 9.7 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: \$29,100,000 Phased: \$54,500,000
R-S-46	7800 South SR-111 to 5600 West	Widening: 3 to 5 lanes, 1.6 miles Local minor arterial, 2050 ROW: 100 ft.	Needed: 3 Funded: 3	2019: \$11,200,000 Phased: \$31,100,000
R-S-47	Princeton Drive 700 West to 415 West	New Construction: 0 to 3 lanes, 0.4 miles Local collector, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: \$26,100,000 Phased: \$48,900,000
R-S-48	9000 South SR-111 to New Bingham Highway	New Construction: 0 to 5 lanes, 1.3 miles Local principal arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: \$16,100,000 Phased: \$20,400,000
R-S-49	9000 South Redwood Road to I-15	Widening: 5/7 to 7 lanes, 2.0 miles UDOT principal arterial, 2050 ROW: 123 ft.	Needed: 1 Funded: 1	2019: \$34,000,000 Phased: \$43,000,000
R-S-50	9000 South New Bingham Hwy to Bangerter Hwy	Widening: 5 to 7 lanes, 2.5 miles Local principal arterial, 2050 ROW: 123 ft.	Needed: 2 Funded: 2	2019: \$40,300,000 Phased: \$75,500,000
R-S-51	9000 South Bangerter Highway to Redwood Road	Widening: 5 to 7 lanes, 2.0 miles UDOT principal arterial, 2050 ROW: 123 ft.	Needed: 2 Funded: 2	2019: \$44,300,000 Phased: \$82,900,000
R-S-52	Little Cottonwood Canyon Road Wasatch Boulevard to End of Canyon	Operational: 2/3 to 2/3 lanes, 10.2 miles UDOT minor arterial, 2050 ROW: 50 ft.	Needed: 1 Funded: 1	2019: \$30,600,000 Phased: \$38,700,000
R-S-53	Little Cottonwood Canyon Road Wasatch Boulevard to End of Canyon	Widening: 2/3 to 3 lanes, 10.2 miles UDOT minor arterial, 2050 ROW: 70 ft.	Needed: 2 Funded: 3	2019: \$81,400,000 Phased: \$225,700,000
R-S-54	New Bingham Highway 10200 South to 9000 South	Operational: 2 - 4 to 2 - 4 lanes, 3.0 miles UDOT principal arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 3	2019: \$9,000,000 Phased: \$25,000,000
R-S-55	9400 South Monroe Street to State Street	Widening: 3/4 to 5 lanes, 0.4 miles Local collector, 2050 ROW: 110 ft.	Needed: 2 Funded: 2	2019: \$3,500,000 Phased: \$6,500,000
R-S-56	Little Cottonwood Road Eastdell Drive to Wasatch Boulevard	Operational: 2 to 2 lanes, 1.6 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 2 Funded: 2	2019: \$4,800,000 Phased: \$9,000,000

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ID	Project	Description	Phase ¹	Cost
R-S-57	10200 South Prosperity Rd to Mountain View Cor.	Widening: 2 to 4 lanes, 0.5 miles Local collector, 2050 ROW: 110 ft.	Needed: 2 Funded: 2	2019: \$4,200,000 Phased: \$7,600,000
R-S-58	10600 South/10400 South Bangerter Highway to Redwood Road	Widening: 5 to 7 lanes, 2.0 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 2 Funded: 2	2019: \$42,000,000 Phased: \$78,700,000
R-S-59	10600 South 1300 East to Highland Drive	Operational: 2/5 to 2/5 lanes, 1.0 miles Local minor arterial, 2050 ROW: 110 ft.	Needed: 3 Funded: 3	2019: \$3,000,000 Phased: \$8,300,000
R-S-60	South Jordan Parkway (11000 S) SR-111 to Mountain View Corridor	New Construction: 0 to 5 lanes, 1.8 miles Local minor arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: \$22,300,000 Phased: \$26,200,000
R-S-61	11000 South Jordan Gateway to Auto Mall Drive	New Construction: 0 to 3 lanes, 0.3 miles Local collector, 2050 ROW: 110 ft.	Needed: 3 Funded: 3	2019: \$25,700,000 Phased: \$71,300,000
R-S-62	11400 South Mountain View Cor. to Redwood Rd.	Operational: 4/5 to 4/5 lanes, 4.4 miles UDOT minor arterial, 2050 ROW: 105 ft.	Needed: 2 Funded: 3	2019: \$13,200,000 Phased: \$36,600,000
R-S-63	11800 South Bacchus Highway to 6000 West	Widening: 2 to 4 lanes, 2.0 miles Local minor arterial, 2050 ROW: 99 ft.	Needed: 1 Funded: 1	2019: \$17,200,000 Phased: \$21,600,000
R-S-64	11800 South Lone Peak Parkway to State Street	New Construction: 0 to 3 lanes, 0.3 miles Local collector, 2050 ROW: 80 ft.	Needed: 3 Funded: 3	2019: \$25,300,000 Phased: \$70,100,000
R-S-65	12300 South/12600 South Redwood Road to I-15	Widening: 5 to 7 lanes, 2.6 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 2 Funded: 2	2019: \$73,000,000 Phased: \$136,700,000
R-S-66	Herriman Parkway (12600 South) Bacchus Highway to 6800 West	New Construction: 0 to 3 lanes, 2.1 miles Local minor arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: \$26,500,000 Phased: \$33,500,000
R-S-67	12600 South Mountain View Cor. to Bangerter Hwy	Widening: 5 to 7 lanes, 1.2 miles Local principal arterial, 2050 ROW: 123 ft.	Needed: 1 Funded: 1	2019: \$18,000,000 Phased: \$22,900,000
R-S-68	12600 South (Reversible Lanes) Mountain View Cor. to Bangerter Hwy	Operational: 5/7 to 5/7 lanes, 1.1 miles Local principal arterial, 2050 ROW: 123 ft.	Needed: 1 Funded: 1	2019: \$3,300,000 Phased: \$4,200,000
R-S-69	12600 South Bangerter Highway to Redwood Road	Operational: 5 to 5 lanes, 2.4 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 2 Funded: 3	2019: \$7,200,000 Phased: \$20,000,000
R-S-70	Butterfield Canyon Road Tooele Co. Line to Bacchus Highway	New Construction: 0 to 3 lanes, 6.9 miles Local collector, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: \$70,600,000 Phased: \$195,900,000
R-S-71	Herriman Main Street 7300 West to 6200 West	Operational: 2 to 3 lanes, 1.4 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: \$4,200,000 Phased: \$5,300,000
R-S-72	13200 South 4150 West to 3600 West	New Construction: 0 to 3 lanes, 0.9 miles Local collector, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: \$31,200,000 Phased: \$86,500,000
R-S-73	13400 South 6400 West to 6000 West	Widening: 2/3 to 5 lanes, 0.5 miles Local minor arterial, 2050 ROW: 80 ft.	Needed: 1 Funded: 1	2019: \$7,500,000 Phased: \$9,500,000
R-S-74	13400 South (Boulevard) Mountain View Cor. to Bangerter Hwy	Widening: 6 to 4 Exp + 2 GP lanes, 1.1 miles Local Expressway, 2050 ROW: 120 ft.	Needed: 1 Funded: 1	2019: \$16,500,000 Phased: \$20,900,000
R-S-75	13800 South Mountain View Corridor to 4170 West	New Construction: 0 to 3 lanes, 0.7 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: \$7,200,000 Phased: \$9,100,000
R-S-76	14000 South 3600 West to 2950 West	New Construction: 0 to 3 lanes, 0.8 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: \$4,500,000 Phased: \$5,700,000
R-S-77	14600 South Redwood Road to Heritage Crest Way	Operational: 2 to 3 lanes, 1.6 miles Local minor arterial, 2050 ROW: 76 ft.	Needed: 1 Funded: 1	2019: \$6,100,000 Phased: \$7,700,000
R-S-78	Porter Rockwell Boulevard Mtn. View Cor. to Point of the Mountain Connector Road	Widening: 5 to 7 lanes, 1.8 miles Local principal arterial, 2050 ROW: 167 ft.	Needed: 2 Funded: 2	2019: \$33,100,000 Phased: \$62,000,000
R-S-79	Oquirrh Boulevard SR-201 to SR-111	New Construction: 0 to 5 lanes, 3.1 miles Local principal arterial, 2050 ROW: 113 ft.	Needed: 2 Funded: 2	2019: \$60,900,000 Phased: \$114,000,000
R-S-80	Oquirrh View Boulevard Oquirrh Blvd. to Butterfield Cyn Rd	New Construction: 0 to 3 lanes, 15.5 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 3 Funded: 3	2019: \$158,600,000 Phased: \$439,800,000
R-S-81	8400 West 1200 North to 700 North	New Construction: 0 to 3 lanes, 0.6 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: \$6,100,000 Phased: \$11,500,000

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ID	Project	Description	Phase ¹	Cost
R-S-82	SR-111/8400 West 2700 South to 3500 South	Widening: 3 to 5 lanes, 1.0 miles UDOT principal arterial, 2050 ROW: 113 ft.	Needed: 2 Funded: 3	2019: \$17,000,000 Phased: \$47,200,000
R-S-83	8000 West 1700 North to I-80 Frontage Road	New Construction: 0 to 3 lanes, 1.9 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: \$15,000,000 Phased: \$19,000,000
R-S-84	8000 West SR-201 to 3100 South	Operational: 2/3 to 3 lanes, 1.0 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: \$2,000,000 Phased: \$2,500,000
R-S-85	7600 West 1400 North to I-80 Frontage Road	New Construction: 0 to 3 lanes, 2.4 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: \$24,600,000 Phased: \$46,000,000
R-S-86	7200 West 1400 North to 700 North	New Construction: 0 to 3 lanes, 1.1 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: \$3,000,000 Phased: \$3,800,000
R-S-87	7200 West 700 North to SR-201	New Construction: 0 to 5 lanes, 5.4 miles Local minor arterial, 2050 ROW: 96 ft.	Needed: 2 Funded: 2	2019: \$207,000,000 Phased: \$357,700,000
R-S-88	7200 West 4100 South to SR-111	New Construction: 0 to 3 lanes, 3.0 miles Local collector, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: \$30,700,000 Phased: \$57,500,000
R-S-89	SR-111/Bacchus Highway 5400 South to South Jordan Parkway	Widening: 2 to 4 lanes, 7.6 miles Local principal arterial, 2050 ROW: 113 ft.	Needed: 1 Funded: 1	2019: \$55,800,000 Phased: \$70,600,000
R-S-90	7300 West 12600 South to Herriman Main Street	New Construction: 0 to 3 lanes, 0.9 miles Local principal arterial, 2050 ROW: 113 ft.	Needed: 1 Funded: 1	2019: \$11,300,000 Phased: \$14,300,000
R-S-91	7300 West Herriman Main St. to Rose Canyon Rd.	New Construction/Widening: 0/2 to 5 lanes, 1.3 miles Local principal arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: \$2,500,000 Phased: \$4,700,000
R-S-92	Prosperity Road Crimson View Drive to 11800 South	New Construction: 0 to 3 lanes, 1.8 miles Local collector, 2050 ROW: 96 ft.	Needed: 1 Funded: 1	2019: \$20,200,000 Phased: \$25,500,000
R-S-93	6400 West 11800 South to Herriman Main Street	New Construction: 0 to 3 lanes, 1.6 miles Local collector, 2050 ROW: 80 ft.	Needed: 1 Funded: 1	2019: \$17,500,000 Phased: \$22,100,000
R-S-94	6600 West 1200 North to I-80 Frontage Road	New Construction: 0 to 3 lanes, 1.5 miles Local minor arterial, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: \$15,400,000 Phased: \$28,800,000
R-S-95	6000 West Herriman Pwy to Herriman Main St.	Widening: 2 to 5 lanes, 0.8 miles Local collector, 2050 ROW: 74 ft.	Needed: 1 Funded: 1	2019: \$2,500,000 Phased: \$3,200,000
R-S-96	Main Street Extension (Herriman) 12150 South to 12600 South	New Construction: 0 to 5 lanes, 0.6 miles Local collector, 2050 ROW: 110 ft.	Needed: 1 Funded: 1	2019: \$7,400,000 Phased: \$9,400,000
R-S-97	Mountain View Corridor 13400 South to Utah County Line	Widening: 2 NB, 2 SB to 3 NB, 3 SB lanes, 6.8 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 1 Funded: 1	2019: \$320,000,000 Phased: \$404,900,000
R-S-98	Mountain View Corridor Porter Rockwell Blvd. to Utah Co. Line	New Construction: 0 to 2 NB, 2 SB lanes, 2.4 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 1 Funded: 1	2019: \$120,000,000 Phased: \$151,800,000
R-S-99	Mountain View Corridor I-80 to SR-201	New Construction: 0 to 2 NB, 2 SB lanes, 3.3 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 2 Funded: 2	2019: \$360,000,000 Phased: \$674,300,000
R-S-100	Mountain View Corridor I-80 to SR-201	Widening: 2 NB/SB to 2+HOT NB/SB lanes, 3.3 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 2 Funded: 2	2019: \$345,000,000 Phased: \$646,200,000
R-S-101	Mountain View Corridor SR-201 to Old Bingham Hwy	Widening: 2 NB/SB to 3+HOT NB/SB lanes, 11.5 mi. UDOT freeway, 2050 ROW: 328 ft.	Needed: 2 Funded: 2	2019: \$345,000,000 Phased: \$646,200,000
R-S-102	Mountain View Corridor Old Bingham Hwy to 13400 South	Widening & Intrchngs: 4 NB/SB to 4Fr+4Fwy, 4.5 mi. UDOT freeway, 2050 ROW: 328 ft.	Needed: 2 Funded: 2	2019: \$345,000,000 Phased: \$646,200,000
R-S-103	Mountain View Corridor Old Bingham Hwy to 13400 South	Widening: 4Fr+4Fwy to 4Fr+6Fwy+2HOT, 4.5 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 2 Funded: 3	2019: \$320,000,000 Phased: \$887,200,000
R-S-104	Mountain View Corridor 13400 South to Utah County Line	Widening: 3 NB/SB to 3+HOT NB/SB lanes, 6.8 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 3 Funded: 3	2019: \$61,200,000 Phased: \$169,700,000
R-S-105	5600 West Old Bingham Hwy to S. Jordan Pwy	New Construction: 0 to 3 lanes, 1.2 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: \$12,300,000 Phased: \$15,500,000
R-S-106	5600 West 3500 South to 4700 South	Operational: 5 to 5 lanes, 2.0 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 2	2019: \$6,000,000 Phased: \$11,200,000

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ID	Project	Description	Phase ¹	Cost
R-S-108	4800 West I-80 to SR-201	New Construction: 0 to 3 lanes, 3.1 miles Local collector, 2050 ROW: 86 ft.	Needed: 3 Funded: 3	2019: \$78,800,000 Phased: \$219,400,000
R-S-109	4150 West 12600 South to 13400 South	New Construction: 0 to 3 lanes, 1.0 miles Local collector, 2050 ROW: 89 ft.	Needed: 1 Funded: 1	2019: \$11,400,000 Phased: \$14,400,000
R-S-110	4000 West/4150 West 11600 South to 12600 South	Widening: 2 to 4 lanes, 1.1 miles Local collector, 2050 ROW: 89 ft.	Needed: 2 Funded: 2	2019: \$12,500,000 Phased: \$23,400,000
R-S-111	4000 West 9000 South to 11400 South	Operational: 3 to 3 lanes, 5.0 miles Local collector, 2050 ROW: 80 ft.	Needed: 2 Funded: 2	2019: \$15,000,000 Phased: \$28,100,000
R-S-112	Bangerter Hwy C-D System SR-201 to 4100 South	New Construction: 0 to 4 lanes, 3.3 miles UDOT freeway, 2050 ROW: 100 ft.	Needed: 1 Funded: 1	2019: \$131,700,000 Phased: \$166,600,000
R-S-113	2700 West 4700 South to 10400 South	Operational: 2/4 to 2/4 lanes, 7.3 miles Local minor arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 1	2019: \$21,900,000 Phased: \$27,700,000
R-S-114	I-215 Frontage Road (SB) 3500 South to 4700 South	New Construction: 0 to 1 SB lanes, 2.0 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: \$20,500,000 Phased: \$25,900,000
R-S-115	I-215 SR-201 to 4700 South	Operational: 4 NB, 4 SB to 4 NB, 4 SB lanes, 3.1 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 1 Funded: 1	2019: \$9,300,000 Phased: \$11,800,000
R-S-116	I-215 Redwood Road to I-80	Widening/Operational: 6/10 to 10/12 lanes, 4.8 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 1 Funded: 2	2019: \$188,300,000 Phased: \$352,600,000
R-S-117	I-215 Frontage Road (SB) SR-201 to 3500 South	New Construction: 0 to 1 SB lanes, 3.2 miles Local collector, 2050 ROW: 66 ft.	Needed: 2 Funded: 3	2019: \$32,400,000 Phased: \$89,800,000
R-S-118	I-215 Frontage Road (NB) SR-201 to 4700 South	New Construction: 0 to 1 NB lanes, 4.3 miles Local collector, 2050 ROW: 66 ft.	Needed: 2 Funded: 3	2019: \$43,600,000 Phased: \$120,800,000
R-S-119	Redwood Road 6200 South to 9000 South	Operational: 7 to 7 lanes, 3.5 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 1	2019: \$10,500,000 Phased: \$13,300,000
R-S-120	Redwood Road Davis County Line to 1000 North	Widening: 2/3/5 to 5/7 lanes, 2.1 miles UDOT principal arterial, 2050 ROW: 110 ft.	Needed: 1 Funded: 2	2019: \$43,500,000 Phased: \$81,500,000
R-S-121	Redwood Road 1000 North to 6200 South	Operational: 5 - 7 to 5 - 7 lanes, 10.5 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 2	2019: \$31,500,000 Phased: \$59,000,000
R-S-122	Redwood Road Bangerter Hwy to Porter Rockwell	Widening: 5 to 7 lanes, 2.7 miles UDOT principal arterial, 2050 ROW: 123 ft.	Needed: 2 Funded: 3	2019: \$43,500,000 Phased: \$120,700,000
R-S-123	Point of the Mountain Connector Rd Porter Rockwell Blvd to Utah Co. Line	New Construction: 0 to 5 lanes, 1.7 miles Local minor arterial, 2050 ROW: 80 ft.	Needed: 1 Funded: 1	2019: \$18,600,000 Phased: \$23,500,000
R-S-124	Porter Rockwell Boulevard Point of the Mountain Connector Road to 14600 S/A-15	Widening: 3 to 7 lanes, 1.6 miles Local principal arterial, 2050 ROW: 167 ft.	Needed: 1 Funded: 1	2019: \$29,800,000 Phased: \$37,600,000
R-S-125	Riverfront Parkway 11050 South to 11400 South	Widening: 3 to 5 lanes, 0.4 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: \$1,800,000 Phased: \$2,300,000
R-S-126	Riverboat Road Meadowbrook Exp to Taylorsville Exp	New Construction: 0 to 3 lanes, 1.0 miles Local collector, 2050 ROW: 50 ft.	Needed: 3 Funded: 3	2019: \$9,400,000 Phased: \$26,200,000
R-S-127	700 West 3300 South to Carlisle Park Lane	Operational: 2 to 2 lanes, 0.8 miles Local collector, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: \$2,400,000 Phased: \$4,500,000
R-S-128	Noell Nelson Drive Porter Rockwell Boulevard to I-15	New Construction: 0 to 5 lanes, 1.1 miles Local minor arterial, 2050 ROW: 80 ft.	Needed: 3 Funded: 3	2019: \$20,800,000 Phased: \$57,700,000
R-S-129	600 West Bangerter Highway to 14600 South	New Construction: 0 to 3 lanes, 1.4 miles Local minor arterial, 2050 ROW: 70 ft.	Needed: 1 Funded: 1	2019: \$25,800,000 Phased: \$32,600,000
R-S-130	Galena Park Boulevard 12300 South to 13490 South	Widening: 2/3 to 5 lanes, 1.6 miles Local collector, 2050 ROW: 89 ft.	Needed: 2 Funded: 3	2019: \$12,700,000 Phased: \$35,200,000
R-S-131	Lone Peak Parkway 11400 South to 12650 South	Widening: 2 - 5 to 5 lanes, 1.6 miles Local minor arterial, 2050 ROW: 99 ft.	Needed: 1 Funded: 1	2019: \$26,700,000 Phased: \$33,700,000
R-S-132	I-15 Managed Motorways Davis County Line to Utah County Line	Operational: 6+2 HOT to 6+2 HOT lanes, 26.5 miles UDOT freeway, 2050 ROW: 328 ft.	Needed: 1 Funded: 1	2019: \$66,000,000 Phased: \$83,500,000

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ID	Project	Description	Phase ¹	Cost
R-S-133	I-15 (Northbound) 2100 South to Bangerter Highway	Widening: 4+HOT NB to 5+HOT NB lanes, 15.7 miles UDOT freeway, 2050 ROW: 375 ft.	Needed: 1 Funded: 1	2019: \$177,500,000 Phased: \$224,500,000
R-S-134	I-15 C-D System (Northbound) I-215 to Bangerter Highway	New Construction: 0 to 2 lanes, 9.2 miles UDOT freeway, 2050 ROW: 70 ft.	Needed: 1 Funded: 1	2019: \$169,600,000 Phased: \$214,500,000
R-S-135	I-15 Frontage Roads (NB & SB) Bangerter Hwy to Utah County Line	New Construction: 0 to 4 lanes, 3.97 miles UDOT freeway, 2050 ROW: 100 ft.	Needed: 1 Funded: 2	2019: \$69,300,000 Phased: \$129,800,000
R-S-136	I-15 HOT-Ramps & Reversible Lanes Davis County Line to Utah County Line	Widening: 5+2 HOT to 5+4 HOT NB, 26.5 miles UDOT freeway, 2050 ROW: 375 ft.	Needed: 1 Funded: 3	2019: \$299,500,000 Phased: \$630,400,000
R-S-137	I-15 Davis County Line to 600 North	Widening: 6/5+2 HOT to 5+4 HOT lanes, 3.0 miles UDOT freeway, 2050 ROW: 325 ft.	Needed: 1 Funded: 3	2019: \$329,200,000 Phased: \$912,700,000
R-S-138	I-15 Variable-Priced Freeway Lanes Davis County Line to Utah County Line	Operational: 5+2 HOT to 5+2 HOT lanes, 26.5 miles UDOT freeway, 2050 ROW: 325 ft.	Needed: 1 Funded: U	2019: \$79,500,000 Phased: \$220,400,000
R-S-139	I-15 C-D System (Southbound) I-215 to Bangerter Highway	New Construction: 0 to 2 lanes, 8.4 miles UDOT freeway, 2050 ROW: 70 ft.	Needed: 2 Funded: U	2019: \$154,800,000 Phased: \$429,200,000
R-S-140	Draper Gravel Pit Road Marion Vista Drive to Utah Co. Line	Corridor Preservation, 2.0 miles Local collector, 2050 ROW: 66 ft.	Needed: 1 Funded: 1	2019: \$6,300,000 Phased: \$8,000,000
R-S-141	300 West 400 South to 2100 South	Operational: 5/7 to 5/7 lanes, 2.4 miles Local minor arterial, 2050 ROW: 95 ft.	Needed: 2 Funded: 2	2019: \$7,200,000 Phased: \$13,500,000
R-S-142	Monroe Street 9000 South to Towne Ridge Parkway	New Construction: 0 to 3 lanes, 1.0 miles Local collector, 2050 ROW: 70 ft.	Needed: 1 Funded: 1	2019: \$10,400,000 Phased: \$13,200,000
R-S-143	Cottonwood Street 4500 South to Vine Street	New Construction: 0 to 3 lanes, 0.9 miles Local collector, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: \$10,100,000 Phased: \$12,800,000
R-S-144	State Street I-215 to 12300 South	Operational: 5/6 to 5/6 lanes, 7.3 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 1	2019: \$21,900,000 Phased: \$27,700,000
R-S-145	State Street 8000 South to 9000 South	Widening: 5 to 7 lanes, 1.2 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 1	2019: \$18,000,000 Phased: \$22,800,000
R-S-146	State Street 600 South to I-215	Operational: 6 to 6 lanes, 6.6 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 2	2019: \$25,800,000 Phased: \$48,300,000
R-S-147	Highland Drive Draper City Limit to 14600 South	Widening: 2/3 to 5 lanes, 5.6 miles Local principal arterial, 2050 ROW: 114 ft.	Needed: 2 Funded: 2	2019: \$86,200,000 Phased: \$161,400,000
R-S-148	Bangerter Parkway 13800 South to Highland Drive	Widening: 2 to 5 lanes, 1.3 miles Local principal arterial, 2050 ROW: 110 ft.	Needed: 2 Funded: 3	2019: \$19,800,000 Phased: \$54,800,000
R-S-149	700 East 11400 South to 12300 South	Widening: 3 to 5 lanes, 1.2 miles UDOT principal arterial, 2050 ROW: 125 ft.	Needed: 2 Funded: 2	2019: \$44,600,000 Phased: \$83,600,000
R-S-150	900 East/700 East Fort Union Boulevard to 9400 South	Widening: 5 to 7 lanes, 3.0 miles UDOT principal arterial, 2050 ROW: 123 ft.	Needed: 1 Funded: 2	2019: \$47,500,000 Phased: \$89,000,000
R-S-151	700 East I-80 to Murray Holladay Road	Operational: 6 - 8 to 6 - 8 lanes, 4.0 miles UDOT principal arterial, 2050 ROW: 130 ft.	Needed: 2 Funded: 3	2019: \$12,000,000 Phased: \$33,300,000
R-S-152	900 East 3300 South to 3900 South	Operational: 3 to 3 lanes, 0.9 miles Local collector, 2050 ROW: 66 ft.	Needed: 2 Funded: 2	2019: \$2,700,000 Phased: \$5,100,000
R-S-153	Union Park Boulevard/1300 East Fort Union Boulevard to 10600 South	Operational: 4/5 to 4/5 lanes, 4.8 miles Local principal arterial, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: \$14,400,000 Phased: \$18,200,000
R-S-154	1300 East 1300 South to I-80	Operational: 2/3 to 2/3 lanes, 1.5 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 1 Funded: 1	2019: \$4,500,000 Phased: \$5,700,000
R-S-155	Highland Drive 9400 South to 9800 South	Widening: 2/5 to 5 lanes, 0.6 miles Local principal arterial, 2050 ROW: 114 ft.	Needed: 1 Funded: 1	2019: \$9,000,000 Phased: \$11,400,000
R-S-156	Highland Drive 1300 East to Fort Union Boulevard	Operational: 4/5 to 4/5 lanes, 6.2 miles Local minor arterial, 2050 ROW: 86 ft.	Needed: 2 Funded: 2	2019: \$18,600,000 Phased: \$34,800,000
R-S-157	2000 East Fort Union Boulevard to 9400 South	Widening: 4/5/7 to 7 lanes, 3.1 miles Local principal arterial, 2050 ROW: 114 ft.	Needed: 1 Funded: 2	2019: \$46,500,000 Phased: \$97,100,000

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ID	Project	Description	Phase ¹	Cost
R-S-158	Highland Drive 9800 South to Draper City Limit	New Construction: 0 to 5 lanes, 2.9 miles Local principal arterial, 2050 ROW: 114 ft.	Needed: 2 Funded: 2	2019: \$61,700,000 Phased: \$153,000,000
R-S-159	500 South/Foothill Drive Mario Capecchi Dr to Sunnyside Ave	Widen./Oper.: 7 to 7+HOT/transit(SB) lanes, 0.5 miles UDOT principal arterial, 2050 ROW: 135 ft.	Needed: 1 Funded: 2	2019: \$9,400,000 Phased: \$15,700,000
R-S-160	500 South/Foothill Drive Sunnyside Avenue to 2300 East	Operational: 6 to 4+HOT/transit lanes, 0.9 miles UDOT principal arterial, 2050 ROW: 100 ft.	Needed: 1 Funded: 2	2019: \$2,700,000 Phased: \$5,100,000
R-S-161	Foothill Drive 2300 East to I-80	Widen./Oper.: 4 to 4+HOT/transit lanes, 1.5 miles UDOT principal arterial, 2050 ROW: 135 ft.	Needed: 1 Funded: 2	2019: \$25,100,000 Phased: \$47,000,000
R-S-162	3000 East 6200 South to 7000 South	Widening: 3 to 5 lanes, 0.8 miles Local collector, 2050 ROW: 100 ft.	Needed: 3 Funded: 3	2019: \$5,600,000 Phased: \$15,500,000
R-S-163	Wasatch Boulevard Bengal Blvd to Little Cottonwood Rd	Widening: 2/3 to 5 lanes, 2.7 miles Local principal arterial, 2050 ROW: 150 ft.	Needed: 1 Funded: 1	2019: \$40,500,000 Phased: \$51,200,000
R-S-164	SR-201 Interchange @ I-80	Interchange Improvements UDOT freeway	Needed: 1 Funded: 1	2019: \$18,000,000 Phased: \$22,800,000
R-S-165	I-80 Interchange @ 7200 West	Interchange Improvements UDOT freeway	Needed: 2 Funded: 2	2019: \$18,000,000 Phased: \$33,700,000
R-S-166	I-80 Interchange @ 5600 West	Interchange Improvements UDOT freeway	Needed: 2 Funded: 3	2019: \$18,000,000 Phased: \$49,900,000
R-S-167	I-80 Interchange @ Wright Brothers Drive	Interchange Improvements UDOT freeway	Needed: 3 Funded: 3	2019: \$18,000,000 Phased: \$49,900,000
R-S-168	I-80 Interchange @ I-215	Interchange Improvements UDOT freeway	Needed: 3 Funded: 3	2019: \$126,000,000 Phased: \$349,300,000
R-S-169	700 South Overpass @ 4900 West Railroad Crossing	Grade-Separated Crossing Local minor arterial	Needed: 1 Funded: 1	2019: \$22,000,000 Phased: \$27,800,000
R-S-170	California Avenue Overpass @ Fortune Railroad Crossing	Grade-Separated Crossing Local minor arterial	Needed: 3 Funded: 3	2019: \$22,000,000 Phased: \$61,000,000
R-S-171	Mountain View Corridor Interchange @ 1300 South	New Construction UDOT freeway	Needed: 2 Funded: 2	2019: \$40,000,000 Phased: \$74,900,000
R-S-172	Mountain View Corridor Interchange @ SR-201	New Construction UDOT freeway	Needed: 2 Funded: 2	2019: \$126,000,000 Phased: \$236,000,000
R-S-173	Mountain View Corridor Interchange @ 3500 South	New Construction UDOT freeway	Needed: 2 Funded: 2	2019: \$40,000,000 Phased: \$74,900,000
R-S-174	Mountain View Corridor Interchange @ 4100 South	New Construction UDOT freeway	Needed: 2 Funded: 2	2019: \$40,000,000 Phased: \$74,900,000
R-S-175	Mountain View Corridor Interchange @ 5400 South	New Construction UDOT freeway	Needed: 2 Funded: 2	2019: \$40,000,000 Phased: \$74,900,000
R-S-176	Mountain View Corridor Interchange @ 6200 South	New Construction UDOT freeway	Needed: 2 Funded: 2	2019: \$40,000,000 Phased: \$74,900,000
R-S-177	Mountain View Corridor Interchange @ 7800 South	New Construction UDOT freeway	Needed: 2 Funded: 2	2019: \$40,000,000 Phased: \$74,900,000
R-S-178	Mountain View Corridor Interchange @ 9000 South	New Construction UDOT freeway	Needed: 2 Funded: 2	2019: \$40,000,000 Phased: \$74,900,000
R-S-179	Mountain View Corridor Interchange @ Old Bingham Highway	New Construction UDOT freeway	Needed: 2 Funded: 2	2019: \$40,000,000 Phased: \$74,900,000
R-S-180	SR-201 Interchange @ Oquirrh Boulevard	New Construction UDOT freeway	Needed: 3 Funded: 3	2019: \$40,000,000 Phased: \$110,900,000
R-S-181	SR-201 Interchange @ 8400 West	New Construction UDOT freeway	Needed: 3 Funded: 3	2019: \$40,000,000 Phased: \$110,900,000
R-S-182	SR-201 Interchange @ 7200 West	New Construction UDOT freeway	Needed: 1 Funded: 2	2019: \$40,000,000 Phased: \$74,900,000

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ID	Project	Description	Phase ¹	Cost
R-S-183	4800 West Overpass @ SR-201	Grade-Separated Crossing Local minor arterial	Needed: 3 Funded: 3	2019: \$22,000,000 Phased: \$61,000,000
R-S-184	2700 West Overpass @ SR-201	Grade-Separated Crossing Local collector	Needed: 2 Funded: 2	2019: \$22,000,000 Phased: \$41,200,000
R-S-185	SR-201 Interchange @ I-215	Interchange Improvements UDOT freeway	Needed: 1 Funded: U	2019: \$400,000,000 Phased: \$1,109,000,000
R-S-186	Bangerter Highway Interchange @ California Avenue	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: \$60,000,000 Phased: \$75,900,000
R-S-187	Bangerter Hwy Interchange (System-to-System) @ SR-201	Interchange Improvements UDOT freeway	Needed: 1 Funded: 1	2019: \$126,000,000 Phased: \$159,400,000
R-S-188	Bangerter Hwy Intrchnge (Upgrade) @ SR-201	Interchange Improvements UDOT freeway	Needed: 1 Funded: 1	2019: \$18,000,000 Phased: \$22,900,000
R-S-189	Bangerter Highway Interchange @ Lake Park Boulevard (2700 South)	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: \$40,000,000 Phased: \$50,600,000
R-S-190	Bangerter Highway Overpass @ 3100 South	Grade-Separated Crossing UDOT freeway	Needed: 1 Funded: 1	2019: \$22,000,000 Phased: \$27,800,000
R-S-191	Bangerter Highway Interchange @ 3500 South	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: \$40,000,000 Phased: \$50,600,000
R-S-192	Bangerter Highway Interchange @ 4100 South	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: \$40,000,000 Phased: \$50,600,000
R-S-193	Bangerter Highway Interchange @ 4700 South	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: \$44,300,000 Phased: \$56,100,000
R-S-194	Bangerter Highway Interchange @ 9800 South	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: \$43,100,000 Phased: \$54,500,000
R-S-195	Bangerter Highway Interchange @ 10400 South	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: \$40,000,000 Phased: \$50,600,000
R-S-196	Bangerter Highway Interchange @ 12600 South	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: \$49,200,000 Phased: \$62,300,000
R-S-197	Bangerter Highway Interchange @ 13400 South	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: \$43,200,000 Phased: \$54,700,000
R-S-198	Bangerter Highway Interchange @ 2700 West	New Construction UDOT freeway	Needed: 1 Funded: 1	2019: \$40,000,000 Phased: \$50,600,000
R-S-199	I-15 Interchange @ North Temple (HOT Ramps)	New Construction UDOT freeway	Needed: 3 Funded: U	2019: \$60,000,000 Phased: \$166,300,000
R-S-200	I-15 Interchange @ SR-201A-S0	Interchange Improvements UDOT freeway	Needed: 3 Funded: 3	2019: \$126,000,000 Phased: \$349,300,000
R-S-201	I-15 Interchange @ I-215 (South)	Interchange Improvements UDOT freeway	Needed: 1 Funded: 2	2019: \$126,000,000 Phased: \$236,000,000
R-S-202	I-15 Interchange @ 7200 South	Interchange Improvements UDOT freeway	Needed: 3 Funded: 3	2019: \$18,000,000 Phased: \$49,900,000
R-S-203	I-15 Interchange @ 9400 South	New Construction UDOT freeway	Needed: 2 Funded: 3	2019: \$60,000,000 Phased: \$166,300,000
R-S-204	Bangerter Highway Interchange @ I-15	Interchange Improvements UDOT freeway	Needed: 2 Funded: 2	2019: \$126,000,000 Phased: \$236,000,000
R-S-205	13800 South Overpass @ I-15	Grade-Separated Crossing Local collector	Needed: 3 Funded: 3	2019: \$22,000,000 Phased: \$61,000,000
R-S-206	Southfork Drive Overpass @ I-15	Grade-Separated Crossing Local collector	Needed: 3 Funded: 3	2019: \$22,000,000 Phased: \$61,000,000
R-S-207	I-15 Interchange @ 16000 South	New Construction UDOT freeway	Needed: 3 Funded: U	2019: \$60,000,000 Phased: \$166,300,000

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ID	Project	Description	Phase ¹	Cost
R-S-208	I-80 Interchange @ State Street	Interchange Improvements UDOT freeway	Needed: 2 Funded: 3	2019: \$18,000,000 Phased: \$49,900,000
R-S-209	I-80 Interchange @ I-215/Foothill Drive	Interchange Improvements UDOT freeway	Needed: 1 Funded: 2	2019: \$400,000,000 Phased: \$749,200,000
R-S-210	I-215 Interchange @ 3300 South	Interchange Improvements UDOT freeway	Needed: 1 Funded: 2	2019: \$18,000,000 Phased: \$33,700,000
R-S-211	I-215 Interchange @ 3900 South	Interchange Improvements UDOT freeway	Needed: 1 Funded: 1	2019: \$18,000,000 Phased: \$22,600,000
R-S-212	I-215 Interchange @ 4500 South	Interchange Improvements UDOT freeway	Needed: 1 Funded: 3	2019: \$18,000,000 Phased: \$49,900,000
R-S-213	I-215 Interchange @ 6200 South	Interchange Improvements UDOT freeway	Needed: 2 Funded: 3	2019: \$18,000,000 Phased: \$49,900,000
R-S-214	I-215 Interchange @ Redwood Road (South)	Interchange Improvements UDOT freeway	Needed: 2 Funded: 3	2019: \$18,000,000 Phased: \$49,900,000
R-S-215	I-215 Interchange @ Highland Drive	Interchange Improvements UDOT freeway	Needed: 3 Funded: 3	2019: \$18,000,000 Phased: \$49,900,000
R-S-216	Avalanche Snow Shed over LCC Rd @ White Pine Chutes	New Construction UDOT minor arterial	Needed: 1 Funded: 3	2019: \$22,000,000 Phased: \$61,000,000
R-S-217	14600 South Railroad Structure @ FrontRunner Railroad Crossing	Grade-Separated Crossing Local minor arterial	Needed: 1 Funded: 1	2019: \$22,000,000 Phased: \$27,800,000
R-S-218	Porter Rockwell Boulevard Bridge @ Jordan Canal/FrontRunner	Grade-Separated Crossing Local principal arterial	Needed: 1 Funded: 1	2019: \$22,000,000 Phased: \$27,800,000

Footnotes:

1. Phases of the 2019-2050 RTP are Phase 1: 2019-2030, Phase 2: 2031-2040, Phase 3: 2041-2050, Unfunded (U).

Table 2. 2019-2050 RTP Transit Project List

ID	Project	Description	Phase ¹	Current Year Cost	Phased Cost
Box Elder County Projects					
T-B-3	Box Elder Express Bus Mode: Express Bus	From: 900 West, Brigham City To: Weber County Line Length: 13.1 miles	Needed: 3 Phased: 3	Capital Cost: \$6,681,000 Operating Cost: \$1,703,000	Capital Cost: \$18,523,000 Operating Cost: \$3,446,000
T-B-4	Pleasant View - Brigham City Corridor - Box Elder County Mode: Corridor Preservation	From: 300 N, Brigham City To: Weber County Line Length: 12.8 miles	Needed: 1 Phased: 1	Capital Cost: \$6,400,000 Operating Cost: \$0	Capital Cost: \$8,088,000 Operating Cost: \$0
Weber County Projects					
T-W-1	Doubletrack FrontRunner (Weber County) Mode: Commuter Rail Upgrade	From: Pleasant View FrontRunner Station To: Davis County Line Length: 0 miles	Needed: 1 Phased: 2	Capital Cost: \$10,226,000 Operating Cost: \$0	Capital Cost: \$19,153,000 Operating Cost: \$0
T-W-2	Electrify FrontRunner (Weber County) Mode: Commuter Rail Upgrade	From: Pleasant View FrontRunner Station To: Davis County Line Length: 13.2 miles	Needed: 2 Phased: U	Capital Cost: \$187,390,000 Operating Cost: \$19,500,000	Capital Cost: \$519,533,000 Operating Cost: \$39,479,000
T-W-3	Box Elder Express Bus Mode: Express Bus	From: Box Elder County Line To: Ogden FrontRunner Station Length: 8.6 miles	Needed: 3 Phased: 3	Capital Cost: \$4,590,000 Operating Cost: \$1,170,000	Capital Cost: \$12,726,000 Operating Cost: \$2,369,000
T-W-4	Pleasant View - Brigham City Corridor - Weber County Mode: Corridor Preservation	From: Box Elder County Line To: Ogden FrontRunner Station Length: 8.3 miles	Needed: 1 Phased: 1	Capital Cost: \$4,150,000 Operating Cost: \$0	Capital Cost: \$5,251,000 Operating Cost: \$0
T-W-5	East Davis Express Bus Mode: Express Bus	From: Ogden FrontRunner Station To: Davis County Line Length: 8.8 miles	Needed: 3 Phased: U	Capital Cost: \$4,488,000 Operating Cost: \$1,144,000	Capital Cost: \$12,443,000 Operating Cost: \$2,316,000
T-W-6	Pleasant View to Clearfield Mode: Core Service 15	From: Pleasant View FrontRunner Station To: Davis County Line Length: 15.2 miles	Needed: 1 Phased: 1	Capital Cost: \$25,232,000 Operating Cost: \$1,978,000	Capital Cost: \$31,927,000 Operating Cost: \$2,328,000
T-W-7	Roy Station to Clearfield Station via 3500 West Mode: Core Service 15	From: Roy FrontRunner Station To: Davis County Line Length: 3.9 miles	Needed: 2 Phased: 3	Capital Cost: \$5,810,000 Operating Cost: \$455,000	Capital Cost: \$16,108,000 Operating Cost: \$921,000
T-W-8	Ogden - Weber State University Corridor Mode: Bus Rapid Transit	From: Ogden FrontRunner Station To: Weber State/McKay-Dee Medical Center Length: 5.6 miles	Needed: 1 Phased: 1	Capital Cost: \$79,000,000 Operating Cost: \$700,000	Capital Cost: \$79,000,000 Operating Cost: \$700,000
T-W-9	Ogden to Clearfield (Weber County) Mode: Core Service 15	From: Davis County Line To: Ogden FrontRunner Station Length: 9.6 miles	Needed: 2 Phased: 3	Capital Cost: \$15,936,000 Operating Cost: \$1,249,000	Capital Cost: \$44,182,000 Operating Cost: \$2,529,000
T-W-10	Roy Station to Weber State University Mode: Core Service 15	From: Roy FrontRunner Station To: Weber State University / McKay-Dee Medical Center Length: 7.3 miles	Needed: 2 Phased: 3	Capital Cost: \$9,960,000 Operating Cost: \$781,000	Capital Cost: \$27,614,000 Operating Cost: \$1,581,000

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ID	Project	Description	Phase ¹	Current Year Cost	Phased Cost
T-W-11	Ogden to Pleasant View FrontRunner Mode: Commuter Rail (on existing ROW)	From: Pleasant View FrontRunner Station To: Ogden FrontRunner Station Length: 6.2 miles	Needed: 2 Phased: 3	Capital Cost: \$163,916,000 Operating Cost: \$4,620,000	Capital Cost: \$454,455,000 Operating Cost: \$12,509,000
T-W-12	Mt. Ogden Maintenance Facility	Location: Wall Avenue, near 17th Street	Needed: 1 Phased: 1	Capital Cost: \$5,000,000	Capital Cost: \$6,327,000
T-W-13	Ogden Valley Park & Ride	Location: SR 39, near Pineview Dam	Needed: 2 Phased: 2	Capital Cost: \$3,600,000	Capital Cost: \$6,743,000
T-W-14	Ogden Canyon Mouth Park & Ride	Location: Harrison Boulevard, near 12th Street	Needed: 2 Phased: 2	Capital Cost: \$3,600,000	Capital Cost: \$6,743,000
T-W-15	Ogden BDO FrontRunner Station	Location: FrontRunner, 7th Street	Needed: 2 Phased: U	Capital Cost: \$2,500,000	Capital Cost: \$6,931,000
T-W-16	Weber State University Transit Hub	Location: Dee Events Center	Needed: 1 Phased: 1	Capital Cost: \$14,000,000	Capital Cost: \$17,714,000
Davis County Projects					
T-D-1	Doubletrack FrontRunner (Davis County) Mode: Commuter Rail Upgrade	From: Weber County Line To: Salt Lake County Line Length: 2 miles	Needed: 1 Phased: 2	Capital Cost: \$74,765,000 Operating Cost: \$0	Capital Cost: \$140,034,000 Operating Cost: \$0
T-D-2	Electrify FrontRunner (Davis County) Mode: Commuter Rail Upgrade	From: Weber County Line To: Salt Lake County Line Length: 25.7 miles	Needed: 2 Phased: U	Capital Cost: \$696,020,000 Operating Cost: \$5,250,000	Capital Cost: \$1,929,694,000 Operating Cost: \$10,629,000
T-D-3	Davis - SLC Community Connector Mode: Bus Rapid Transit	From: Woods Cross FrontRunner Station To: Salt Lake County Line Length: 5.2 miles	Needed: 1 Phased: 1	Capital Cost: \$103,616,000 Operating Cost: \$2,497,000	Capital Cost: \$131,107,000 Operating Cost: \$2,939,000
T-D-4	North Redwood Corridor (Davis County) Mode: Core Service 15	From: Woods Cross FrontRunner Station To: Salt Lake County Line Length: 6.1 miles	Needed: 1 Phased: 2	Capital Cost: \$12,254,000 Operating Cost: \$963,000	Capital Cost: \$23,008,000 Operating Cost: \$1,496,000
T-D-5	East Davis Express Bus Mode: Express Bus	From: Weber County Line To: Salt Lake County Line Length: 22.2 miles	Needed: 3 Phased: U	Capital Cost: \$11,322,000 Operating Cost: \$2,886,000	Capital Cost: \$31,390,000 Operating Cost: \$5,843,000
T-D-6	Pleasant View to Clearfield Mode: Core Service 15	From: Weber County Line To: Clearfield FrontRunner Station Length: 4.6 miles	Needed: 1 Phased: 1	Capital Cost: \$7,636,000 Operating Cost: \$598,000	Capital Cost: \$9,662,000 Operating Cost: \$704,000
T-D-7	Roy Station to Clearfield Station via 2000 West Mode: Core Service 15	From: Weber County Line To: Clearfield FrontRunner Station Length: 8.8 miles	Needed: 2 Phased: 3	Capital Cost: \$13,944,000 Operating Cost: \$1,093,000	Capital Cost: \$38,659,000 Operating Cost: \$2,213,000
T-D-8	Midtown Trolley Upgrade Mode: Core Service 15	From: Clearfield FrontRunner Station To: 200 North & Main Street, Kaysville Length: 12 miles	Needed: 3 Phased: U	Capital Cost: \$11,205,000 Operating Cost: \$878,000	Capital Cost: \$31,066,000 Operating Cost: \$1,778,000
T-D-9	Clearfield to Woods Cross Mode: Core Service 15	From: Clearfield FrontRunner Station To: Woods Cross FrontRunner Station Length: 20.5 miles	Needed: 1 Phased: 2	Capital Cost: \$34,511,000 Operating Cost: \$2,705,000	Capital Cost: \$64,639,000 Operating Cost: \$4,175,000
T-D-10	Sunset FrontRunner Station	Location: FrontRunner, 1800 North	Needed: 2 Phased: U	Capital Cost: \$2,500,000	Capital Cost: \$6,931,000

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ID	Project	Description	Phase	Current Year Cost	Phased Cost
T-D-11	Layton Park & Ride Lot Expansion	Location: Layton FrontRunner Station	Needed: 1 Phased: 1	Capital Cost: \$3,600,000	Capital Cost: \$4,555,000
T-D-12	Centerville FrontRunner Station	Location: FrontRunner, Parrish Lane	Needed: 2 Phased: U	Capital Cost: \$2,500,000	Capital Cost: \$6,931,000
T-D-13	Ogden to Clearfield (Davis County)	From: Weber County line To: Clearfield FrontRunner Station Length: 4.6 miles	Needed: 2 Phased: 3	Capital Cost: \$8,300,000 Operating Cost: \$650,500	Capital Cost: \$23,011,000 Operating Cost: \$1,317,000
Salt Lake County Projects					
T-S-1	Doubletrack Frontrunner (Salt Lake County) Mode: Commuter Rail Upgrade	From: Davis County Line To: Utah County Line Length: 4 miles	Needed: 1 Phased: 2	Capital Cost: \$114,470,000 Operating Cost: \$0	Capital Cost: \$214,400,000 Operating Cost: \$0
T-S-2	Electrify FrontRunner (Salt Lake County) Mode: Commuter Rail Upgrade	From: Davis County Line To: Utah County Line Length: 27.5 miles	Needed: 2 Phased: U	Capital Cost: \$749,560,000 Operating Cost: \$21,000,000	Capital Cost: \$2,078,132,000 Operating Cost: \$42,515,000
T-S-3	Davis - SLC Community Connector Mode: Bus Rapid Transit	From: Davis County Line To: Downtown Salt Lake City Length: 6 miles	Needed: 1 Phased: 1	Capital Cost: \$64,760,000 Operating Cost: \$1,560,000	Capital Cost: \$81,942,000 Operating Cost: \$1,836,000
T-S-4	North Redwood Corridor (Salt Lake County) Mode: Core Service 15	From: Davis County Line To: Power Station TRAX Station Length: 3.8 miles	Needed: 1 Phased: 2	Capital Cost: \$6,308,000 Operating Cost: \$494,000	Capital Cost: \$11,815,000 Operating Cost: \$762,000
T-S-5	East Davis Express Bus Mode: Express Bus	From: Davis County Line To: North Temple FrontRunner Station Length: 4 miles	Needed: 3 Phased: U	Capital Cost: \$2,193,000 Operating Cost: \$559,000	Capital Cost: \$31,390,000 Operating Cost: \$5,843,000
T-S-6	5600 West Corridor Mode: Express Bus	From: Salt Lake Central FrontRunner Station To: 5600 W Old Bingham TRAX Station Length: 26 miles	Needed: 1 Phased: 1	Capital Cost: \$16,422,000 Operating Cost: \$4,186,000	Capital Cost: \$20,779,000 Operating Cost: \$4,926,000
T-S-7	2700 West Corridor Mode: Core Service 15	From: Salt Lake Central FrontRunner Station To: Historic Sandy TRAX Station Length: 20 miles	Needed: 2 Phased: 3	Capital Cost: \$24,900,000 Operating Cost: \$1,952,000	Capital Cost: \$69,034,000 Operating Cost: \$3,952,000
T-S-8	Redwood Road Corridor - North Mode: Core Service 5	From: North Temple FrontRunner Station To: South Jordan FrontRunner Station Length: 20.4 miles	Needed: 1 Phased: 1	Capital Cost: \$60,600,000 Operating Cost: \$6,666,000	Capital Cost: \$76,678,000 Operating Cost: \$7,844,000
T-S-9	Redwood Road Corridor - South Mode: Core Service 15	From: South Jordan FrontRunner Station To: Utah County line Length: 11.4 miles	Needed: 1 Phased: 2	Capital Cost: \$24,236,000 Operating Cost: \$1,899,000	Capital Cost: \$45,394,000 Operating Cost: \$2,931,000
T-S-10	900 West Mode: Core Service 15	From: Redwood Road & 1000 North To: Central Pointe TRAX Station Length: 6.8 miles	Needed: 3 Phased: 3	Capital Cost: \$11,172,000 Operating Cost: \$876,000	Capital Cost: \$30,974,000 Operating Cost: \$1,774,000
T-S-11	300 West Corridor Mode: Core Service 15	From: North Temple FrontRunner Station To: Central Pointe TRAX Station Length: 3.6 miles	Needed: 1 Phased: 3	Capital Cost: \$5,727,000 Operating Cost: \$449,000	Capital Cost: \$15,878,000 Operating Cost: \$909,000

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ID	Project	Description	Phase ¹	Current Year Cost	Phased Cost
T-S-12	State Street - Bus Rapid Transit Mode: Bus Rapid Transit	From: North Temple FrontRunner Station To: Draper FrontRunner Station Length: 19.6 miles	Needed: 1 Phased: U	Capital Cost: \$317,324,000 Operating Cost: \$7,646,000	Capital Cost: \$879,771,000 Operating Cost: \$15,480,000
T-S-13	State Street - Core Route Mode: Core Service 15	From: North Temple FrontRunner Station To: Draper FrontRunner Station Length: 19.6 miles	Needed: 1 Phased: 1	Capital Cost: \$58,800,000 Operating Cost: \$6,468,000	Capital Cost: \$74,401,000 Operating Cost: \$7,611,000
T-S-14	Green TRAX Line Reconfiguration Mode: Light Rail (on existing ROW)	From: 400 West & 200 South To: 200 West & 1300 South Length: 1.7 miles	Needed: 2 Phased: 2	Capital Cost: \$87,839,000 Operating Cost: \$2,006,000	Capital Cost: \$164,521,000 Operating Cost: \$3,096,000
T-S-15	500 East Corridor Mode: Core Service 15	From: South Temple To: Murray Central TRAX Station Length: 8.8 miles	Needed: 1 Phased: 1	Capital Cost: \$14,093,000 Operating Cost: \$1,105,000	Capital Cost: \$17,832,000 Operating Cost: \$1,300,000
T-S-16	900 East Corridor Mode: Core Service 15	From: South Temple To: Midvale Center TRAX Station Length: 12.6 miles	Needed: 1 Phased: 1	Capital Cost: \$20,899,000 Operating Cost: \$1,638,000	Capital Cost: \$26,444,000 Operating Cost: \$1,926,000
T-S-17	S Line Extension to 400 South Mode: Street Car	From: McClelland Street S Line Station To: 900 East TRAX Station Length: 3.1 miles	Needed: 2 Phased: U	Capital Cost: \$147,773,000 Operating Cost: \$1,525,000	Capital Cost: \$409,696,000 Operating Cost: \$3,087,000
T-S-18	S Line Extension - Salt Lake Loop Mode: Street Car	From: Central Pointe TRAX Station To: University of Utah Length: 6.7 miles	Needed: 2 Phased: 3	Capital Cost: \$317,251,000 Operating Cost: \$3,274,000	Capital Cost: \$879,569,000 Operating Cost: \$6,626,000
T-S-19	S Line Extension to Millcreek - Street Car Mode: Street Car	From: McClelland Street S Line Station To: 1300 East & 3900 South Length: 2.6 miles	Needed: 2 Phased: U	Capital Cost: \$128,393,000 Operating Cost: \$1,325,000	Capital Cost: \$355,966,000 Operating Cost: \$2,683,000
T-S-20	S Line Extension to Millcreek - Corridor Preservation Mode: Corridor Preservation	From: McClelland Station To: 1300 East & 3900 South Length: 2.6 miles	Needed: 1 Phased: 1	Capital Cost: \$1,325,000 Operating Cost: \$0	Capital Cost: \$1,677,000 Operating Cost: \$0
T-S-21	1300 East Corridor Mode: Core Service 15	From: South Temple To: 9400 South Length: 14.1 miles	Needed: 2 Phased: 3	Capital Cost: \$22,244,000 Operating Cost: \$1,743,000	Capital Cost: \$61,671,000 Operating Cost: \$3,529,000
T-S-22	SLC - Foothill Drive - Wasatch Boulevard Corridor - North Mode: Core Service 15	From: University Medical Center TRAX Station To: 3900 South & Wasatch Boulevard Length: 6.9 miles	Needed: 1 Phased: 1	Capital Cost: \$11,670,000 Operating Cost: \$915,000	Capital Cost: \$14,766,000 Operating Cost: \$1,077,000
T-S-23	SLC - Foothill Drive - Wasatch Boulevard Corridor - South Mode: Express Bus	From: 3900 South & Wasatch Boulevard To: Little Cottonwood Canyon Park and Ride Length: 9.4 miles	Needed: 3 Phased: 3	Capital Cost: \$4,636,000 Operating Cost: \$1,182,000	Capital Cost: \$12,853,000 Operating Cost: \$2,393,000
T-S-24	Foothill Drive - 2100 South Loop Mode: Core Service 15	From: University South Campus TRAX Station To: Central Pointe TRAX Station Length: 6.7 miles	Needed: 1 Phased: 1	Capital Cost: \$10,890,000 Operating Cost: \$853,000	Capital Cost: \$13,779,000 Operating Cost: \$1,004,000

L-21

ID	Project	Description	Phase ¹	Current Year Cost	Phased Cost
T-S-25	Draper TRAX Line - South Mode: Light Rail (on existing ROW)	From: Draper Town Center TRAX Station To: Utah County Line Length: 6.9 miles	Needed: 1 Phased: 3	Capital Cost: \$361,690,000 Operating Cost: \$8,260,000	Capital Cost: \$1,002,775,000 Operating Cost: \$16,723,000
T-S-26	TRAX Line West Alignment Mode: Light Rail	From: Pending To: Utah County Line Length: 9.7 miles	Needed: 1 Phased: 3	Capital Cost: \$964,460,000 Operating Cost: \$16,520,000	Capital Cost: \$2,673,936,000 Operating Cost: \$33,445,000
T-S-27	200 South - Bus Rapid Transit Mode: Bus Rapid Transit	From: Salt Lake Central FR Sta. To: University Medical Center TRAX Station Length: 4.5 miles	Needed: 1 Phased: U	Capital Cost: \$67,998,000 Operating Cost: \$1,638,000	Capital Cost: \$188,522,000 Operating Cost: \$3,316,000
T-S-28	200 South - Core Route Mode: Core Service 5	From: Salt Lake Central FR Sta. To: University Medical Center TRAX Station Length: 4.5 miles	Needed: 1 Phased: 1	Capital Cost: \$6,972,000 Operating Cost: \$546,000	Capital Cost: \$8,822,000 Operating Cost: \$643,000
T-S-29	400 South Corridor Mode: Core Service 15	From: Redwood Road To: University South Campus TRAX Station Length: 5.4 miles	Needed: 1 Phased: 1	Capital Cost: \$10,126,000 Operating Cost: \$794,000	Capital Cost: \$12,813,000 Operating Cost: \$934,000
T-S-30	400 South Connection (TRAX) Mode: Light Rail	From: Salt Lake Central FrontRunner Station To: Main Street & 400 South Length: 1 mile	Needed: 1 Phased: 2	Capital Cost: \$75,779,000 Operating Cost: \$5,900,000	Capital Cost: \$141,933,000 Operating Cost: \$9,107,000
T-S-31	Black Line Mode: Light Rail (on existing ROW)	From: Airport TRAX Station To: University South Campus TRAX Station Length: 10 miles	Needed: 1 Phased: U	Capital Cost: \$5,000,000,000 Operating Cost: \$11,778,000	Capital Cost: \$13,862,349,000 Operating Cost: \$23,845,000
T-S-32	900 South Mode: Core Service 15	From: Redwood Road To: University South Campus TRAX Station Length: 7 miles	Needed: 1 Phased: 1	Capital Cost: \$11,454,000 Operating Cost: \$898,000	Capital Cost: \$14,493,000 Operating Cost: \$1,057,000
T-S-33	1300 South Mode: Core Service 15	From: Redwood Road To: 2100 East Length: 5.7 miles	Needed: 2 Phased: U	Capital Cost: \$9,462,000 Operating Cost: \$742,000	Capital Cost: \$26,233,000 Operating Cost: \$1,502,000
T-S-34	1700 South Mode: Core Service 15	From: Redwood Road To: Foothill Drive Length: 6.2 miles	Needed: 1 Phased: 1	Capital Cost: \$10,624,000 Operating Cost: \$833,000	Capital Cost: \$13,443,000 Operating Cost: \$980,000
T-S-35	Lake Park Mode: Core Service 15	From: 5600 West To: Central Pointe TRAX Station Length: 8.7 miles	Needed: 2 Phased: U	Capital Cost: \$14,774,000 Operating Cost: \$1,158,000	Capital Cost: \$40,960,000 Operating Cost: \$2,344,000
T-S-36	3300 South / 3500 South Corridor - Core Route Mode: Core Service 15	From: Magna Main Street To: Wasatch Boulevard Length: 19.5 miles	Needed: 1 Phased: 1	Capital Cost: \$29,531,000 Operating Cost: \$2,314,000	Capital Cost: \$37,366,000 Operating Cost: \$2,723,000
T-S-37	3300 South / 3500 South Corridor - Bus Rapid Transit Mode: Bus Rapid Transit	From: Magna Main Street To: Wasatch Boulevard Length: 19.5 miles	Needed: 2 Phased: U	Capital Cost: \$288,020,000 Operating Cost: \$6,940,000	Capital Cost: \$798,527,000 Operating Cost: \$14,050,000
T-S-38	3900 South / 4100 South Corridor Mode: Core Service 15	From: 8400 West To: Wasatch Boulevard Length: 15.6 miles	Needed: 1 Phased: 2	Capital Cost: \$26,560,000 Operating Cost: \$2,082,000	Capital Cost: \$49,746,000 Operating Cost: \$3,214,000

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ID	Project	Description	Phase ¹	Current Year Cost	Phased Cost
T-S-39	Mid Valley Connector Mode: Bus Rapid Transit	From: West Valley Central TRAX Station To: Murray Central TRAX Station Length: 6.9 miles	Needed: 1 Phased: 1	Capital Cost: \$127,092,000 Operating Cost: \$3,062,000	Capital Cost: \$160,812,000 Operating Cost: \$3,603,000
T-S-40	5400 South Corridor Mode: Core Service 15	From: 5600 West To: Wasatch Boulevard Length: 14.4 miles	Needed: 1 Phased: 1	Capital Cost: \$24,070,000 Operating Cost: \$1,898,000	Capital Cost: \$30,456,000 Operating Cost: \$2,219,000
T-S-41	6200 South - East Mode: Core Service 15	From: Fashion Place West TRAX Station To: Big Cottonwood Canyon Park and Ride Length: 7.2 miles	Needed: 2 Phased: U	Capital Cost: \$12,151,000 Operating Cost: \$952,000	Capital Cost: \$33,688,000 Operating Cost: \$1,927,000
T-S-42	6200 South - West Mode: Core Service 15	From: 5600 West To: Fashion Place West TRAX Station Length: 7.4 miles	Needed: 2 Phased: U	Capital Cost: \$11,620,000 Operating Cost: \$911,000	Capital Cost: \$32,216,000 Operating Cost: \$1,844,000
T-S-43	Cottonwood - Midvale Corridor - East Mode: Core Service 15	From: Bingham Junction TRAX Station To: Big Cottonwood Canyon Park and Ride Length: 7.4 miles	Needed: 1 Phased: 2	Capital Cost: \$11,620,000 Operating Cost: \$911,000	Capital Cost: \$21,764,000 Operating Cost: \$1,406,000
T-S-44	Cottonwood - Midvale Corridor - West Mode: Core Service 15	From: 5600 West To: Bingham Junction TRAX Station Length: 6.4 miles	Needed: 2 Phased: 3	Capital Cost: \$10,375,000 Operating Cost: \$813,000	Capital Cost: \$28,764,000 Operating Cost: \$1,646,000
T-S-45	Big Cottonwood Corridor Mode: Express Bus	From: Big Cottonwood Canyon Park and Ride To: Brighton Ski Resort Length: 14 miles	Needed: 3 Phased: U	Capital Cost: \$7,619,000 Operating Cost: \$1,942,000	Capital Cost: \$21,123,000 Operating Cost: \$3,932,000
T-S-46	Little Cottonwood Corridor Mode: Express Bus	From: Little Cottonwood Canyon Park and Ride To: Alta Ski Resort Length: 8.3 miles	Needed: 3 Phased: U	Capital Cost: \$4,371,000 Operating Cost: \$1,114,000	Capital Cost: \$12,118,000 Operating Cost: \$2,255,000
T-S-47	9000 South Mode: Core Service 15	From: 5600 West To: Historic Sandy TRAX Station Length: 7.6 miles	Needed: 1 Phased: 3	Capital Cost: \$12,085,000 Operating Cost: \$947,000	Capital Cost: \$33,505,000 Operating Cost: \$1,917,000
T-S-48	South Jordan/Sandy Circulator Mode: Core Service 15	From: Sandy Expo TRAX Station To: South Jordan FrontRunner Station Length: 2.8 miles	Needed: 1 Phased: 1	Capital Cost: \$4,316,000 Operating Cost: \$338,000	Capital Cost: \$5,461,000 Operating Cost: \$398,000
T-S-49	Shields Lane/Sego Lily Drive Mode: Core Service 15	From: 4773 W Old Bingham Highway TRAX Station To: Sandy Civic Center TRAX Station Length: 7 miles	Needed: 1 Phased: U	Capital Cost: \$13,496,000 Operating Cost: \$1,058,000	Capital Cost: \$37,417,000 Operating Cost: \$2,142,000
T-S-50	East Sandy Daybreak Corridor Mode: Core Service 15	From: Daybreak Parkway TRAX Station To: Little Cottonwood Canyon Park and Ride Length: 16.9 miles	Needed: 1 Phased: 3	Capital Cost: \$27,556,000 Operating Cost: \$2,160,000	Capital Cost: \$76,398,000 Operating Cost: \$4,373,000

ID	Project	Description	Phase	Current Year Cost	Phased Cost
T-S-51	11800 South to Olympia Hills Mode: Core Service 15	From: Olympia Hills Development To: Daybreak Parkway TRAX Station Length: 3.7 miles	Needed: 3 Phased: U	Capital Cost: \$5,510,000 Operating Cost: \$455,000	Capital Cost: \$16,108,000 Operating Cost: \$921,000
T-S-52	Draper Town Center - Riverton Corridor Mode: Core Service 15	From: PRI Property To: Draper Town Center TRAX Station Length: 8.1 miles	Needed: 3 Phased: 3	Capital Cost: \$13,280,000 Operating Cost: \$1,041,000	Capital Cost: \$36,818,000 Operating Cost: \$2,108,000
T-S-53	Mid-Jordan Extension - Core Route Mode: Core Service 15	From: Daybreak Parkway TRAX Station To: 12600 South & Bangerter Highway Length: 4.9 miles	Needed: 3 Phased: 3	Capital Cost: \$7,968,000 Operating Cost: \$624,000	Capital Cost: \$22,091,000 Operating Cost: \$1,263,000
T-S-54	Mid-Jordan Extension - Corridor Preservation Mode: Corridor Preservation	From: Daybreak Parkway TRAX Station To: 12600 South & Bangerter Highway Length: 4.9 miles	Needed: 1 Phased: 1	Capital Cost: \$2,400,000 Operating Cost: \$0	Capital Cost: \$3,037,000 Operating Cost: \$0
T-S-55	Corridor Preservation for Transit Extension to University Mode: Corridor Preservation	From: 13200 South To: Real Vista Drive Length: 2.5 miles	Needed: 1 Phased: 1	Capital Cost: \$1,500,000 Operating Cost: \$0	Capital Cost: \$1,898,000 Operating Cost: \$0
T-S-56	Bluffdale Transit Connector Mode: Core Service 15	From: South Jordan Parkway / Daybreak Parkway TRAX Station To: Draper FrontRunner Station Length: 12.4 miles	Needed: 3 Phased: U	Capital Cost: \$21,082,000 Operating Cost: \$1,652,000	Capital Cost: \$58,449,000 Operating Cost: \$3,345,000
T-S-57	Transit Boulevard in Draper Mode: Core Service 15	From: Draper FrontRunner Station To: Utah County Line Length: 5.6 miles	Needed: 3 Phased: 3	Capital Cost: \$5,810,000 Operating Cost: \$455,000	Capital Cost: \$16,108,000 Operating Cost: \$921,000
T-S-58	University of Utah Transit Hub - North	Location: South Campus Drive, 1800 East	Needed: 1 Phased: 1	Capital Cost: \$14,000,000	Capital Cost: \$17,714,000
T-S-59	University of Utah Transit Hub - South	Location: Mario Capecchi Drive, Pollock Road	Needed: 1 Phased: 1	Capital Cost: \$14,000,000	Capital Cost: \$17,714,000
T-S-60	Power Station Transit Hub	Location: North Temple, 1460 West	Needed: 1 Phased: 1	Capital Cost: \$14,000,000	Capital Cost: \$17,714,000
T-S-61	North Temple Station Transit Hub	Location: North Temple, 400 West	Needed: 1 Phased: 1	Capital Cost: \$14,000,000	Capital Cost: \$17,714,000
T-S-62	200 South Transit Hub	Location: 200 South, between 650 West and 200 East	Needed: 1 Phased: 1	Capital Cost: \$14,000,000	Capital Cost: \$17,714,000
T-S-63	Salt Lake Central Park & Ride Lot Expansion	Location: 200 South, 700 West	Needed: 2 Phased: 2	Capital Cost: \$3,600,000	Capital Cost: \$6,743,000
T-S-64	Depot District / Central Garage Project	Location: 200 South, 669 West	Needed: 1 Phased: 1	Capital Cost: \$5,000,000	Capital Cost: \$6,327,000
T-S-65	1700 South TRAX Station	Location: TRAX Line, 1700 South	Needed: 2 Phased: U	Capital Cost: \$2,000,000	Capital Cost: \$5,545,000
T-S-66	Central Pointe Station Transit Hub	Location: 2100 South, TRAX Station	Needed: 1 Phased: 1	Capital Cost: \$14,000,000	Capital Cost: \$17,714,000
T-S-67	2700 South TRAX Station	Location: TRAX Line, 2700 South	Needed: 2 Phased: U	Capital Cost: \$2,000,000	Capital Cost: \$5,545,000
T-S-68	3900 South Park & Ride Lot	Location: 3900 South, Highland Drive	Needed: 1 Phased: 2	Capital Cost: \$3,600,000	Capital Cost: \$6,743,000
T-S-69	Salt Lake Community College Transit Hub	Location: Community Boulevard, near Redwood Road	Needed: 1 Phased: 1	Capital Cost: \$14,000,000	Capital Cost: \$17,714,000

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ID	Project	Description	Phase ¹	Current Year Cost	Phased Cost
T-S-70	Murray Central Station Park & Ride Lot Expansion	Location: Cottonwood Street, FrontRunner / TRAX Line	Needed: 2 Phased: 2	Capital Cost: \$3,600,000	Capital Cost: \$6,743,000
T-S-71	Murray Central Station Transit Hub	Location: Cottonwood Street, FrontRunner / TRAX Line	Needed: 1 Phased: 1	Capital Cost: \$14,000,000	Capital Cost: \$17,714,000
T-S-72	5600 West Park & Ride Lot	Location: 5600 West, 6200 South	Needed: 1 Phased: 1	Capital Cost: \$3,600,000	Capital Cost: \$4,555,000
T-S-73	7800 South Bus Maintenance Facility	Location: 7800 South, near 1300 West	Needed: 2 Phased: 3	Capital Cost: \$5,000,000	Capital Cost: \$13,862,000
T-S-74	Fort Union Transit Hub	Location: Fort Union Boulevard, 1300 East	Needed: 1 Phased: 2	Capital Cost: \$14,000,000	Capital Cost: \$26,222,000
T-S-75	Cottonwood Canyons Transit Hub	Location: Big Cottonwood Canyon Road (SR-190)	Needed: 1 Phased: 3	Capital Cost: \$14,000,000	Capital Cost: \$38,815,000
T-S-76	Big Cottonwood Canyon Park & Ride Lot Expansion	Location: Big Cottonwood Canyon Road (SR-190), Wasatch Boulevard	Needed: 3 Phased: 3	Capital Cost: \$3,600,000	Capital Cost: \$9,981,000
T-S-77	Little Cottonwood Canyon Park & Ride Lot	Location: Little Cottonwood Road (SR-209), Wasatch Boulevard	Needed: 3 Phased: 3	Capital Cost: \$3,600,000	Capital Cost: \$9,981,000
T-S-78	Cottonwood Transit Hub	Location: Highland Drive & Murray holiday Road	Needed: 1 Phased: 3	Capital Cost: \$14,000,000	Capital Cost: \$38,815,000
T-S-79	9400 South Park & Ride Lot	Location: 9400 South, Highland Drive	Needed: 2 Phased: 3	Capital Cost: \$3,600,000	Capital Cost: \$9,981,000
T-S-80	Daybreak Transit Hub	Location: Daybreak TRAX Station	Needed: 3 Phased: 3	Capital Cost: \$14,000,000	Capital Cost: \$38,815,000
T-S-81	Bluffdale FrontRunner Station	Location: South of 14600 South, FrontRunner corridor	Needed: 2 Phased: U	Capital Cost: \$2,500,000	Capital Cost: \$6,931,000
Tooele County Projects					
T-T-1	Tooele Corridor ² Mode: Express Bus	From: Vine Street & Main Street, Tooele To: Downtown Salt Lake City Length: 34.4 miles	Needed: 3 Phased: 3	Capital Cost: \$26,733,000 Operating Cost: \$7,324,000	Capital Cost: \$79,661,000 Operating Cost: \$14,828,000

Footnotes:

1. Phases of the 2019-2050 RTP are Phase 1: 2019-2030, Phase 2: 2031-2040, Phase 3: 2041-2050; Unfunded (U).
2. Tooele County is outside the WFRM MPO boundary and therefore transportation projects in this part of the region are typically not included in WFRM's RTP. The 2019-2050 RTP includes this transit project in Tooele as UTA currently operates service between Tooele and Salt Lake Counties. This project reflects an enhancement of that service.

Table 3. 2019-2050 RTP Active Transportation Project List

ID	Project	Description	Phase¹	Cost
Box Elder County Projects				
A-B-1	SR-13 I-15 to Main Street	Bike Lane Length 2.6 miles	2	2019: \$260,000 Phased: \$490,000
A-B-2	400 East to 700 North 600 North to Highland Boulevard	Shared Use Path Length 0.5 miles	2	2019: \$510,000 Phased: \$950,000
A-B-3	600 North 1200 West to 600 East	Bike Lane Length 2.1 miles	2	2019: \$210,000 Phased: \$380,000
A-B-4	100 North to Beecher Avenue 600 East to Highland Boulevard	Bike Lane Length 0.6 miles	3	2019: \$60,000 Phased: \$170,000
A-B-5	Forest Street Bear River Bird Refuge to 600 East	Shared Use Path Length 3.4 miles	1	2019: \$3,390,000 Phased: \$4,290,000
A-B-6	400 South 1200 West to 600 West	Bike Lane Length 1 miles	1	2019: \$100,000 Phased: \$130,000
A-B-7	Eagle Mountain Trail FrontRunner Trail to 200 South	Shared Use Path Length 3.4 miles	1	2019: \$3,350,000 Phased: \$4,240,000
A-B-8	700 South/700 South Trail 1200 West to Eagle Mountain Trail	Shared Use Path Length 2.6 miles	1	2019: \$2,560,000 Phased: \$3,240,000
A-B-9	Davis Drive FrontRunner Trail to US-89	Bike Lane Length 1 miles	3	2019: \$100,000 Phased: \$270,000
A-B-10	Rockwell Drive / 2400 South US-89 to Lower Bench Trail	Bike Lane Length 0.6 miles	3	2019: \$60,000 Phased: \$160,000
A-B-11	2950 South FrontRunner Trail to Perry Street	Bike Lane Length 0.4 miles	3	2019: \$40,000 Phased: \$110,000
A-B-12	3000 South Perry Street to Lower Bench Trail	Bike Lane Length 0.6 miles	3	2019: \$60,000 Phased: \$180,000
A-B-13	750 North SR-315 to Bonneville Shoreline Trail	Shared Use Path Length 2.1 miles	2	2019: \$2,090,000 Phased: \$3,920,000
A-B-14	Center Street 200 East to Haul Road	Trail Length 0.2 miles	3	2019: \$50,000 Phased: \$140,000
A-B-15	Center Street FrontRunner Trail to 100 West	Bike Lane Length 0.5 miles	3	2019: \$50,000 Phased: \$150,000
A-B-16	Center Street US-89 to Center Street Trail	Bike Lane Length 0.3 miles	3	2019: \$30,000 Phased: \$90,000
A-B-17	Center Street 100 West to Main Street	Bike Lane Length 0.1 miles	3	2019: \$10,000 Phased: \$30,000
A-B-18	6850 South US-89 to Bonneville Shoreline Trail	Trail Length 0.5 miles	3	2019: \$110,000 Phased: \$310,000
A-B-19	6850 South Historic Orchard Pathway to US-89	Bike Lane Length 0.4 miles	3	2019: \$40,000 Phased: \$110,000
A-B-20	8300 South Trail US-89 to Lower Bench Trail	Trail Length 0.8 miles	1	2019: \$170,000 Phased: \$220,000
A-B-21	8300 South Historic Orchard Pathway to US-89	Bike Lane Length 0.3 miles	1	2019: \$30,000 Phased: \$40,000
A-B-22	8700 South 2000 West to US-89	Shared Use Path Length 1.5 miles	1	2019: \$1,500,000 Phased: \$1,900,000
A-B-23	2000 West 8700 South to 4000 North	Shared Use Path Length 1.1 miles	1	2019: \$1,100,000 Phased: \$1,390,000

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ID	Project	Description	Phase ¹	Cost
A-B-24	FrontRunner Trail Historic Orchard Pathway North to Historic Orchard Pathway South	Shared Use Path Length 7.2 miles	3	2019: \$7,180,000 Phased: \$19,900,000
A-B-25	Watery Lane SR-13 to 725 South	Bike Lane Length 2.7 miles	3	2019: \$270,000 Phased: \$750,000
A-B-26	Historic Orchard Pathway 1200 West to Perry Street	Shared Use Path Length 1.3 miles	3	2019: \$1,300,000 Phased: \$3,620,000
A-B-27	Historic Orchard Pathway 1100 South to 3600 South	Shared Use Path Length 3.2 miles	1	2019: \$3,240,000 Phased: \$4,100,000
A-B-28	Historic Orchard Parkway 750 North to 8700 South	Shared Use Path Length 5 miles	1	2019: \$4,980,000 Phased: \$6,300,000
A-B-29	SR-126 2000 West to US-89	Bike Lane Length 0.6 miles	3	2019: \$60,000 Phased: \$170,000
A-B-30	US-89 8700 South to Weber County Line	Bike Lane Length 1.1 miles	2	2019: \$110,000 Phased: \$210,000
A-B-31	SR-126 US-89 to US-89	Shared Use Path Length 0.2 miles	3	2019: \$230,000 Phased: \$620,000
A-B-32	800 West/Georgia Drive Forest Street to Medical Drive	Shared Use Path Length 1.6 miles	2	2019: \$1,640,000 Phased: \$3,090,000
A-B-33	Bonneville Shoreline Trail Perry to Perry	Trail Length 1.2 miles	2	2019: \$250,000 Phased: \$460,000
A-B-34	Bonneville Shoreline Trail Perry to Willard	Trail Length 3.2 miles	2	2019: \$650,000 Phased: \$1,230,000
A-B-35	Bonneville Shoreline Trail Willard to North Ogden	Trail Length 5.4 miles	2	2019: \$1,100,000 Phased: \$2,060,000
A-B-36	500 West/Medical Drive 1500 North to 1100 South	Bike Lane Length 3.5 miles	1	2019: \$350,000 Phased: \$440,000
A-B-37	Main Street 1500 North to 900 North	Bike Lane Length 0.5 miles	3	2019: \$50,000 Phased: \$140,000
A-B-38	100 East to 200 East 900 North to 600 North	Bike Lane Length 0.5 miles	2	2019: \$50,000 Phased: \$80,000
A-B-39	600 East/200 South 600 North to 350 South	Bike Lane Length 1.6 miles	1	2019: \$160,000 Phased: \$210,000
A-B-40	Bonneville Shoreline Trail Perry to Perry	Trail Length 1 miles	2	2019: \$210,000 Phased: \$390,000
A-B-41	Bonneville Shoreline Trail Brigham City to Perry	Trail Length 1.9 miles	2	2019: \$390,000 Phased: \$730,000
A-B-42	Historic Orchard Pathway Highway 91 Crossing Historic Orchard Pathway @ US-91	At-Grade	1	2019: \$100,000 Phased: \$130,000
A-B-43	Brigham City Highway 89 Crossing Eagle Mountain Trail at US-89	Overhead	1	2019: \$1,050,000 Phased: \$1,330,000
A-B-44	1850 South Pedestrian / Bike Crossing 1850 South @ US-89	At-Grade	2	2019: \$100,000 Phased: \$190,000
A-B-45	2250 South Pedestrian / Bicycle Crossing 2250 South @ US-89	At-Grade	2	2019: \$100,000 Phased: \$190,000
A-B-46	White Street Pedestrian / Bicycle Crossing White Street @ US-89	Overhead	3	2019: \$612,500 Phased: \$1,700,000
A-B-47	3000 South Pedestrian / Bicycle Crossing 3000 South @ US-89	At-Grade	3	2019: \$100,000 Phased: \$280,000
A-B-48	750 North Pedestrian / Bicycle Crossing 750 North @ US-89	At-Grade	2	2019: \$100,000 Phased: \$190,000

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ID	Project	Description	Phase ¹	Cost
A-B-49	Willard Highway 89 Crossing US-89 @ Center Street	Overhead	2	2019: \$612,500 Phased: \$1,150,000
A-B-50	South Willard Highway 89 Crossing US-89 @ 8300 South	At-Grade	3	2019: \$100,000 Phased: \$280,000
Davis County Projects				
A-D-1	South Weber Drive / Cornia Drive Weber County Line to East Frontage Road	Bike Lane Length 5.3 miles	1	2019: \$530,000 Phased: \$670,000
A-D-2	2050 North Clinton Drain Trail Extension Emigrant Trail Extension to 3000 West	Shared Use Path Length 1.5 miles	1	2019: \$1,490,000 Phased: \$1,890,000
A-D-3	1800 North 3000 West to Aspen Avenue	Bike Lane Length 3.3 miles	1	2019: \$330,000 Phased: \$420,000
A-D-4	Weber River Parkway 2225 East to Weber River Parkway	Shared Use Path Length 0.3 miles	3	2019: \$120,000 Phased: \$340,000
A-D-5	1300 North Denver & Rio Grande Western Trail to Main Street	Bike Lane Length 1 miles	1	2019: \$100,000 Phased: \$120,000
A-D-6	650 North Clearfield Canal Trail to Cedar Lane	Bike Lane Length 0.2 miles	1	2019: \$20,000 Phased: \$30,000
A-D-7	Center Street SR-193 to State Street	Bike Lane Length 0.5 miles	1	2019: \$50,000 Phased: \$60,000
A-D-8	200 South Denver & Rio Grande Western Rail Trail to Center Street	Bike Lane Length 0.1 miles	2	2019: \$10,000 Phased: \$20,000
A-D-9	SR-193 Fairfield Road to US-89 Frontage Road	Shared Use Path Length 2.3 miles	2	2019: \$2,270,000 Phased: \$4,250,000
A-D-10	Great Salt Lake Shoreline Trail 4000 West to St. Andrews Drive	Shared Use Path Length 0.5 miles	3	2019: \$530,000 Phased: \$1,470,000
A-D-11	700 South SR-193 to 1180 West	Bike Lane Length 2 miles	1	2019: \$200,000 Phased: \$250,000
A-D-12	Kays Creek Parkway 3025 North to Hobbs Creek Drive	Shared Use Path Length 0.2 miles	3	2019: \$240,000 Phased: \$660,000
A-D-13	SR-193 1180 West to Harriger Way	Shared Use Path Length 1.2 miles	1	2019: \$1,200,000 Phased: \$1,520,000
A-D-14	Davis-Weber Canal 1200 West to Fort Lane	Shared Use Path Length 1.6 miles	2	2019: \$1,620,000 Phased: \$3,040,000
A-D-15	Great Salt Lake Shoreline Trail 4500 West to Antelope Drive	Shared Use Path Length 0.6 miles	3	2019: \$590,000 Phased: \$1,650,000
A-D-16	Antelope Drive Oak Forest Drive to Valley View Drive	Bike Lane Length 0.5 miles	2	2019: \$50,000 Phased: \$100,000
A-D-17	Great Salt Lake Shoreline Trail Antelope Drive to Gentile Street Trail	Shared Use Path Length 4.4 miles	3	2019: \$4,400,000 Phased: \$12,200,000
A-D-18	Antelope Drive Antelope Island Payment Booth to 2000 West	Bike Lane Length 2.9 miles	1	2019: \$290,000 Phased: \$370,000
A-D-19	Antelope Drive 1000 West to Fairfield Road	Bike Lane Length 5 miles	1	2019: \$500,000 Phased: \$630,000
A-D-20	Emigrant Trail Access Syracuse Trail to Bluff Road	Shared Use Path Length 0.2 miles	3	2019: \$220,000 Phased: \$610,000
A-D-21	Gordon Avenue Pathway 1000 North to US-89 Bike Route	Shared Use Path Length 1.2 miles	1	2019: \$1,200,000 Phased: \$1,520,000

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ID	Project	Description	Phase ¹	Cost
A-D-22	Bluff Road Roundabout Bluff Road to 2000 West / 2700 South	Shared Use Path Length 0 miles	2	2019: \$40,000 Phased: \$90,000
A-D-23	Gordon Avenue Fort Lane to 1000 North	Bike Lane Length 1.4 miles	2	2019: \$140,000 Phased: \$260,000
A-D-24	Oak Hills Drive Gentile Street to US-89	Shared Use Path Length 1.6 miles	1	2019: \$1,620,000 Phased: \$2,040,000
A-D-25	3700 South / Gentile Street Bluff Road to 1350 East	Bike Lane Length 5.2 miles	1	2019: \$520,000 Phased: \$680,000
A-D-26	West Davis Corridor Trail Gentile Street to Legacy Parkway Trail	Shared Use Path Length 11.6 miles	1	2019: \$11,550,000 Phased: \$14,620,000
A-D-27	Angel Street Gentile Street to West Davis Corridor	Bike Lane Length 4.2 miles	2	2019: \$420,000 Phased: \$790,000
A-D-28	Mutton Hollow Road Fairfield Road to US-89	Bike Lane Length 2.4 miles	2	2019: \$240,000 Phased: \$450,000
A-D-29	Kays Creek Kays Creek to Layton Parkway	Shared Use Path Length 0.8 miles	2	2019: \$760,000 Phased: \$1,420,000
A-D-30	Layton Parkway West Davis Corridor Trail to 1700 West	Bike Lane Length 1.3 miles	3	2019: \$130,000 Phased: \$360,000
A-D-31	Main Street Fort Lane to 200 North	Bike Lane Length 1.4 miles	1	2019: \$140,000 Phased: \$180,000
A-D-32	Kays Creek Angel Street to Kays Creek	Shared Use Path Length 0.3 miles	1	2019: \$340,000 Phased: \$430,000
A-D-33	400 North Hampton Court Lane to US-89	Bike Lane Length 0.2 miles	1	2019: \$20,000 Phased: \$20,000
A-D-34	200 North 2500 West to Hampton Court	Protected Bike Lane Length 4.3 miles	1	2019: \$4,260,000 Phased: \$5,380,000
A-D-35	Schick Lane 2950 West to 2500 West	Shared Use Path Length 0.1 miles	3	2019: \$140,000 Phased: \$390,000
A-D-36	Nicholls Road US-89 to Mountain Road	Bike Lane Length 0.4 miles	3	2019: \$40,000 Phased: \$100,000
A-D-37	Nicholls Road Main Street to US-89	Buffered Bike Lane Length 1 miles	3	2019: \$150,000 Phased: \$410,000
A-D-38	Burton Lane 50 West to SW Corner of USU Property	Bike Lane Length 0.4 miles	3	2019: \$40,000 Phased: \$120,000
A-D-39	Burton Lane Sunset Drive to Denver & Rio Grande Western Rail Trail	Bike Lane Length 0.4 miles	3	2019: \$40,000 Phased: \$110,000
A-D-40	West Davis Corridor Trail Connector West Davis Corridor Trail to Shepard Lane Connector	Shared Use Path Length 1.2 miles	3	2019: \$1,250,000 Phased: \$3,460,000
A-D-41	Shepard Lane Shepard Lane Connector to Main Street	Bike Lane Length 1.3 miles	1	2019: \$130,000 Phased: \$160,000
A-D-42	Legacy Parkway Trail Shepard Lane to Red Barn Lane	Shared Use Path Length 0.9 miles	1	2019: \$980,000 Phased: \$1,120,000
A-D-43	Shepard Lane Connector Shepard Lane to West Davis Corridor	Bike Lane Length 1.1 miles	1	2019: \$110,000 Phased: \$130,000
A-D-44	Park Lane Clark Lane to Main Street	Shared Use Path Length 1.3 miles	1	2019: \$1,300,000 Phased: \$1,650,000
A-D-45	Clark Lane Buffalo Ranch Development to Denver & Rio Grande Western Rail Trail	Buffered Bike Lane Length 1 miles	1	2019: \$150,000 Phased: \$180,000

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ID	Project	Description	Phase ¹	Cost
A-D-46	Clark Lane Denver & Rio Grande Western Rail Trail to Park Lane	Shared Use Path Length 0.1 miles	1	2019: \$60,000 Phased: \$80,000
A-D-47	Clark Lane Park Lane to Station Parkway	Buffered Bike Lane Length 0.5 miles	1	2019: \$80,000 Phased: \$100,000
A-D-48	State Street Station Parkway to 185 East	Bike Lane Length 1 miles	1	2019: \$100,000 Phased: \$130,000
A-D-49	West Davis Corridor School Access West Davis Corridor Trail to Buffalo Ranch Road	Shared Use Path Length 0.2 miles	1	2019: \$160,000 Phased: \$200,000
A-D-50	Glovers Lane West Davis Corridor Trail to 200 East	Buffered Bike Lane Length 1.4 miles	1	2019: \$200,000 Phased: \$260,000
A-D-51	2025 North Frontage Road to Main Street	Bike Lane Length 0.5 miles	3	2019: \$50,000 Phased: \$130,000
A-D-52	Sunset View Drive 400 West to Main Street	Bike Lane Length 0.3 miles	3	2019: \$30,000 Phased: \$100,000
A-D-53	Chase Lane Frontage Road to 700 East	Bike Lane Length 1.1 miles	2	2019: \$110,000 Phased: \$210,000
A-D-54	Parrish Lane Legacy Parkway Trail to 400 East	Bike Lane Length 1.5 miles	1	2019: \$150,000 Phased: \$190,000
A-D-55	Porter Lane Legacy Parkway Trail to 400 West	Bike Lane Length 1.3 miles	2	2019: \$130,000 Phased: \$240,000
A-D-56	Pages Lane Legacy Parkway Trail to 400 East	Bike Lane Length 2.3 miles	1	2019: \$230,000 Phased: \$290,000
A-D-57	Millcreek Canal /4 00 North Legacy Parkway Trail to 1100 West	Shared Use Path Length 1.1 miles	2	2019: \$1,130,000 Phased: \$2,120,000
A-D-58	400 North 1100 West to Main Street	Bike Lane Length 1.7 miles	1	2019: \$170,000 Phased: \$210,000
A-D-59	400 North Main Street to 1300 East	Bike Lane Length 1.4 miles	1	2019: \$140,000 Phased: \$170,000
A-D-60	Bountiful Boulevard 1300 East to Viewcrest Drive	Bike Lane Length 0.6 miles	3	2019: \$60,000 Phased: \$160,000
A-D-61	500 South 500 West to Davis Boulevard	Bike Lane Length 1.7 miles	1	2019: \$170,000 Phased: \$220,000
A-D-62	1250 South to Mountain View Boulevard Legacy Parkway Trail to 1500 South	Bike Lane Length 0.3 miles	3	2019: \$30,000 Phased: \$90,000
A-D-63	1500 South Mountain View Boulevard to Main Street	Bike Lane Length 2.5 miles	1	2019: \$250,000 Phased: \$320,000
A-D-64	1500 South Main Street to Orchard Drive	Bike Lane Length 0.5 miles	2	2019: \$50,000 Phased: \$100,000
A-D-65	1800 South Main Street to Mueller Park Road	Bike Lane Length 2 miles	2	2019: \$200,000 Phased: \$370,000
A-D-66	Mueller Park Road 1800 South to Bountiful Boulevard	Bike Lane Length 0.3 miles	2	2019: \$30,000 Phased: \$60,000
A-D-67	1100 North Main Street to US-89	Bike Lane Length 0.8 miles	2	2019: \$80,000 Phased: \$150,000
A-D-68	2600 South US-89 to 150 West	Bike Lane Length 0.6 miles	2	2019: \$60,000 Phased: \$120,000
A-D-69	Davis Boulevard Eaglewood Drive to Davis Boulevard	Bike Lane Length 0.1 miles	3	2019: \$10,000 Phased: \$40,000
A-D-70	Center Street US-89 to Orchard Drive	Bike Lane Length 0.3 miles	1	2019: \$30,000 Phased: \$30,000

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ID	Project	Description	Phase ¹	Cost
A-D-71	Orchard Drive Eagleridge Drive to Center Street	Bike Lane Length 0.4 miles	1	2019: \$40,000 Phased: \$60,000
A-D-72	Emigrant Trail Extension 5500 West Trail to 1300 N	Shared Use Path Length 1.5 miles	1	2019: \$1,550,000 Phased: \$1,960,000
A-D-73	4500 West 1200 South to 1700 South	Bike Lane Length 0.5 miles	3	2019: \$50,000 Phased: \$140,000
A-D-74	Emigrant Trail Bluff Road to Syracuse Trail	Shared Use Path Length 4.5 miles	1	2019: \$4,520,000 Phased: \$5,720,000
A-D-75	4000 West 300 North to 1200 South	Shared Lane Length 1.6 miles	3	2019: \$30,000 Phased: \$80,000
A-D-76	Emigrant Trail Weber County Line to 1800 North	Shared Use Path Length 0.9 miles	2	2019: \$990,000 Phased: \$1,670,000
A-D-77	Layton Canal 1300 North to Midland Drive	Shared Use Path Length 3.8 miles	3	2019: \$3,800,000 Phased: \$10,520,000
A-D-78	3000 West Weber County Line to 1700 South	Bike Lane Length 4.4 miles	2	2019: \$440,000 Phased: \$820,000
A-D-79	2000 West Weber County Line to 300 North	Buffered Bike Lane Length 2.4 miles	1	2019: \$360,000 Phased: \$450,000
A-D-80	2000 West Antelope Drive to 2700 South	Buffered Bike Lane Length 1 miles	1	2019: \$150,000 Phased: \$190,000
A-D-81	1000 West SR-193 Trail to Bluff Road	Bike Lane Length 3.3 miles	2	2019: \$330,000 Phased: \$630,000
A-D-82	SR-193 Center Street to 700 South	Bike Lane Length 0.6 miles	1	2019: \$60,000 Phased: \$70,000
A-D-83	Main Street 300 North to Center Street	Bike Lane Length 0.3 miles	1	2019: \$30,000 Phased: \$40,000
A-D-84	State Street / Main Street Center Street to Layton Parkway	Bike Lane Length 5.2 miles	1	2019: \$520,000 Phased: \$660,000
A-D-85	Clearfield FrontRunner Trail Clearfield FrontRunner Sta to Antelope Drive	Shared Use Path Length 0.5 miles	1	2019: \$520,000 Phased: \$660,000
A-D-86	1000 East SR-193 to Antelope Drive	Bike Lane Length 1 miles	1	2019: \$100,000 Phased: \$130,000
A-D-87	2200 West Antelope Drive to Gentile Street	Bike Lane Length 2 miles	1	2019: \$200,000 Phased: \$250,000
A-D-88	West Davis Corridor Trail Access West Davis Corridor Trail to Weaver Lane	Shared Use Path Length 0.2 miles	3	2019: \$170,000 Phased: \$470,000
A-D-89	Kays Creek Connection Gentile Street to 100 West	Shared Use Path Length 0.3 miles	3	2019: \$270,000 Phased: \$740,000
A-D-90	North Fork Kays Creek 700 North to Antelope Drive	Shared Use Path Length 1.8 miles	2	2019: \$1,780,000 Phased: \$3,340,000
A-D-91	Fort Lane Antelope Drive to Main Street	Bike Lane Length 2.7 miles	1	2019: \$270,000 Phased: \$340,000
A-D-92	475 East South Weber Drive to Weber County Line	Bike Lane Length 0.8 miles	1	2019: \$80,000 Phased: \$100,000
A-D-93	Sunset Drive Burton Lane to West Davis Corridor Trail Extension	Bike Lane Length 0.6 miles	3	2019: \$60,000 Phased: \$150,000
A-D-94	Fairfield Rd SR-193 to 200 North	Bike Lane Length 3.6 miles	1	2019: \$360,000 Phased: \$450,000
A-D-95	50 West to 300 West Main Street to Frontage Road	Bike Lane Length 2.4 miles	2	2019: \$240,000 Phased: \$450,000

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ID	Project	Description	Phase ¹	Cost
A-D-96	Burton Lane Denver & Rio Grande Western Rail Trail to 500 West	Shared Use Path Length 0.5 miles	3	2019: \$460,000 Phased: \$1,250,000
A-D-97	Buffalo Ranch Road West Davis Corridor School Access to Buffalo Ranch Development	Bike Lane Length 0.2 miles	1	2019: \$20,000 Phased: \$20,000
A-D-98	Redwood Road 500 South to Salt Lake County Line	Bike Lane Length 4.4 miles	2	2018: \$440,000 Phased: \$820,000
A-D-99	Burton Lane SW Corner of USU Property to Main Street	Shared Use Path Length 0.4 miles	3	2019: \$420,000 Phased: \$1,160,000
A-D-100	Kays Creek Parkway Antelope Drive to Hidden Hollow Drive	Shared Use Path Length 0.3 miles	2	2019: \$290,000 Phased: \$550,000
A-D-101	200 East 200 North to Main Street	Bike Lane Length 0.6 miles	1	2019: \$60,000 Phased: \$70,000
A-D-102	Main Street 350 South to 200 West	Bike Lane Length 3.5 miles	1	2019: \$350,000 Phased: \$450,000
A-D-103	Farmington Creek Trail Denver & Rio Grande Western Rail Trail to West Davis Corridor Trail	Shared Use Path Length 0.6 miles	1	2019: \$590,000 Phased: \$750,000
A-D-104	1100 West 1600 North to 1100 North	Buffered Bike Lane Length 3.1 miles	1	2019: \$470,000 Phased: \$590,000
A-D-105	Main Street 1100 North to US-89	Bike Lane Length 1.6 miles	1	2019: \$160,000 Phased: \$200,000
A-D-106	Bonneville Shoreline Trail Bountiful to North Salt Lake	Trail Length 3 miles	2	2019: \$610,000 Phased: \$1,140,000
A-D-107	US-89 Frontage Road Bike Route South Weber Drive to Main Street	Shared Lane Length 8.6 miles	1	2019: \$150,000 Phased: \$200,000
A-D-108	Gentle Trail Legacy Parkway Trail to Preserve Park Trail	Shared Use Path Length 0.4 miles	1	2019: \$350,000 Phased: \$450,000
A-D-109	Lagoon Drive Park Lane to 400 West	Shared Use Path Length 0.8 miles	1	2019: \$810,000 Phased: \$1,030,000
A-D-110	400 West 400 North to 500 South	Bike Lane Length 0.7 miles	1	2019: \$70,000 Phased: \$90,000
A-D-111	500 West Extension 500 South to 700 South	Shared Use Path Length 0.1 miles	1	2019: \$150,000 Phased: \$190,000
A-D-112	700 West to 800 West 500 South to 1500 South	Bike Lane Length 0.8 miles	1	2019: \$80,000 Phased: \$100,000
A-D-113	1250 West Legacy Parkway Trail to Porter Lane	Shared Use Path Length 1.4 miles	2	2019: \$1,420,000 Phased: \$2,670,000
A-D-114	Bonneville Shoreline Trail/Trailhead 650 North to Bair Creek	Trail Length 1.6 miles	3	2019: \$330,000 Phased: \$910,000
A-D-115	400 West Lagoon Drive to State Street	Bike Lane Length 0.1 miles	1	2019: \$10,000 Phased: \$20,000
A-D-116	200 West to Orchard Drive 40 North to 2600 South	Bike Lane Length 1.1 miles	1	2019: \$110,000 Phased: \$130,000
A-D-117	500 West Main Street to Orchard Drive	Bike Lane Length 0.7 miles	2	2019: \$70,000 Phased: \$140,000
A-D-118	Bonneville Shoreline Trail Fruit Heights to Fruit Heights	Trail Length 0.3 miles	2	2019: \$70,000 Phased: \$130,000
A-D-119	Bonneville Shoreline Trail Farmington to Fruit Heights	Trail Length 1.7 miles	3	2019: \$340,000 Phased: \$940,000

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ID	Project	Description	Phase ¹	Cost
A-D-120	200 West State Street to Frontage Road	Bike Lane Length 0.5 miles	1	2019: \$50,000 Phased: \$60,000
A-D-121	Frontage Road 1175 North to Pages Lane	Bike Lane Length 1.1 miles	2	2019: \$110,000 Phased: \$210,000
A-D-122	Main Street 200 West to 500 West	Bike Lane Length 0.7 miles	1	2019: \$70,000 Phased: \$90,000
A-D-123	500 North / Main Street 200 West to State Street	Buffered Bike Lane Length 0.9 miles	1	2019: \$140,000 Phased: \$170,000
A-D-124	400 West to 200 West Porter Lane to Main Street	Bike Lane Length 2.6 miles	1	2019: \$260,000 Phased: \$330,000
A-D-125	185 East / 200 East State Street to Lund Lane	Buffered Bike Lane Length 2 miles	1	2019: \$300,000 Phased: \$380,000
A-D-126	Orchard Drive 500 South to 150 West	Bike Lane Length 1.8 miles	2	2019: \$180,000 Phased: \$330,000
A-D-127	Main Street Lund Lane to Chase Lane	Bike Lane Length 1.6 miles	1	2019: \$160,000 Phased: \$200,000
A-D-128	Bonneville Shoreline Trail Farmington to Farmington	Trail Length 1.6 miles	2	2019: \$330,000 Phased: \$620,000
A-D-129	Bonneville Shoreline Trail Centerville to Farmington	Trail Length 2.6 miles	2	2019: \$530,000 Phased: \$1,000,000
A-D-130	400 East Chase Lane to 500 South	Bike Lane Length 3.1 miles	2	2019: \$310,000 Phased: \$580,000
A-D-131	Bonneville Shoreline Trail Bountiful to Bountiful	Trail Length 3.9 miles	2	2019: \$800,000 Phased: \$1,500,000
A-D-132	Clinton Railroad Crossing 1800 North @ Clinton Railroad Crossing	Overhead	1	2019: \$437,500 Phased: \$550,000
A-D-133	South Weber Trail Connector 1375 East @ I-84	Overhead	3	2019: \$2,450,000 Phased: \$6,790,000
A-D-134	Bonneville Shoreline Trail Crossing Bonneville Shoreline Trail @ I-84	Underground	3	2019: \$1,350,000 Phased: \$3,740,000
A-D-135	Clearfield Denver & Rio Grande Western Rail Trail Crossing Denver & Rio Grande Western Rail Trail @ Center Street	At-Grade	3	2019: \$100,000 Phased: \$280,000
A-D-136	Kays Creek Crossing Kays Creek Parkway @ US-89	At-Grade	3	2019: \$100,000 Phased: \$280,000
A-D-137	1700 South Pedestrian / Bicycle Crossing 1700 South @ 2500 West	At-Grade	1	2019: \$100,000 Phased: \$130,000
A-D-138	2000 West Pedestrian / Bicycle Crossing 2000 West @ 1900 South	At-Grade	1	2019: \$100,000 Phased: \$130,000
A-D-139	Layton Denver & Rio Grande Western Rail Trail Crossing Denver & Rio Grande Western Rail Trail @ 2200 West	Underground	2	2019: \$900,000 Phased: \$1,690,000
A-D-140	Layton Denver & Rio Grande Western Rail Trail Crossing Denver & Rio Grande Western Rail Trail @ Gordon Avenue	Underground	2	2019: \$900,000 Phased: \$1,690,000
A-D-141	Gordon Avenue Trail Extension Gordon Avenue @ US-89	Overhead	1	2019: \$875,000 Phased: \$1,110,000
A-D-142	Syracuse Bluff Trail Crossing Bluff Trail at Gentile Street	Underground	1	2019: \$900,000 Phased: \$1,140,000

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ID	Project	Description	Phase ¹	Cost
A-D-143	Layton Denver & Rio Grande Western Rail Trail Crossing Denver & Rio Grande Western Rail Trail @ Gentle Street	Underground	1	2019: \$900,000 Phased: \$1,140,000
A-D-144	Downtown Layton Crossing Kays Creek @ FrontRunner	Overhead	2	2019: \$875,000 Phased: \$1,640,000
A-D-145	Oak Hills Drive Future Trail Crossing Oak Hills Drive @ US-89	Overhead	1	2019: \$875,000 Phased: \$1,110,000
A-D-146	Layton Denver & Rio Grande Western Rail Trail Crossing Denver & Rio Grande Western Rail Trail @ Layton Parkway	Underground	3	2019: \$900,000 Phased: \$2,500,000
A-D-147	West Kaysville Safe Route to School Crossing 200 North @ Bonneville Lane	At-Grade	1	2019: \$100,000 Phased: \$130,000
A-D-148	West Kaysville Denver & Rio Grande Western Rail Trail Crossing Denver & Rio Grande Western Rail Trail @ 200 North	Underground	1	2019: \$900,000 Phased: \$1,140,000
A-D-149	Burton Lane Bridge Improvements Burton Lane @ I-15	Overhead	3	2019: \$1,750,000 Phased: \$4,850,000
A-D-150	West Davis Trail Access Sunset Drive West Davis Corridor @ Sunset Drive	Underground	1	2019: \$900,000 Phased: \$1,140,000
A-D-151	Shepard Lane Trail Crossing Denver & Rio Grande Western Rail Trail @ Shepard Lane	Underground	2	2019: \$660,000 Phased: \$1,240,000
A-D-152	Shepard Lane Bridge Improvements Shepard Lane @ I-15	Overhead	1	2019: \$2,100,000 Phased: \$2,660,000
A-D-153	Farmington I-15 Pedestrian Bridge Improvements Park Lane @ I-15	Overhead	1	2019: \$9,450,000 Phased: \$11,960,000
A-D-154	Farmington US-89 Pedestrian Bridge Improvements Park Lane @ US-89	Overhead	1	2019: \$5,250,000 Phased: \$6,640,000
A-D-155	Farmington Legacy Parkway Pedestrian Bridge Improvements State Street @ Legacy Parkway	Overhead	1	2019: \$1,750,000 Phased: \$2,210,000
A-D-156	2025 North Crossing 2025 North @ Union Pacific Railroad	Overhead	3	2019: \$2,712,500 Phased: \$7,520,000
A-D-157	Porters Lane Overpass Porters Lane @ I-15	Overhead	2	2019: \$437,500 Phased: \$620,000
Salt Lake County Projects				
A-S-1	1400 North 9000 West to 7200 West	Bike Lane Length: 0.9 miles	1	2019: \$80,000 Phased: \$120,000
A-S-2	700 North 8000 West to 5600 West	Bike Lane Length: 2.9 miles	1	2019: \$290,000 Phased: \$370,000
A-S-3	600 North 800 West to 300 West	Bike Lane Length: 0.8 miles	2	2019: \$80,000 Phased: \$140,000
A-S-4	Alta Street to Wasatch Drive Alta Street to North Campus Drive	Bike Lane Length: 0.6 miles	1	2019: \$60,000 Phased: \$70,000
A-S-5	West Side RWT Trail Surplus Canal to I-80 Frontage Road	Shared Use Path Length: 4.5 miles	2	2019: \$4,460,000 Phased: \$8,350,000

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ID	Project	Description	Phase ¹	Cost
A-S-6	Folsom Rail Corridor 500 West to Jordan River Parkway	Shared Use Path Length 1.2 miles	1	2019: \$1,170,000 Phased: \$1,450,000
A-S-7	University of Utah - On-Campus Route Fort Douglas Boulevard to Wakara Way	Shared Use Path Length 0.6 miles	1	2019: \$600,000 Phased: \$750,000
A-S-9	California Avenue Mountain View Corridor to Redwood Road	Bike Lane Length 4.9 miles	1	2019: \$490,000 Phased: \$610,000
A-S-10	1300 South 700 West to 700 East	Bike Lane Length 2.1 miles	1	2019: \$210,000 Phased: \$270,000
A-S-11	1300 South 1300 East to Wasatch Drive	Bike Lane Length 1.7 miles	1	2019: \$170,000 Phased: \$220,000
A-S-12	1700 South 1700 East to 1900 East	Shared Lane Length 0.3 miles	1	2019: \$10,000 Phased: \$10,000
A-S-13	SR-201 North Frontage Road 3200 West to Milestone Drive	Bike Lane Length 0.2 miles	2	2019: \$20,000 Phased: \$30,000
A-S-14	SR-201 South Frontage Road 5370 West to 2700 West	Bike Lane Length 3.4 miles	1	2019: \$340,000 Phased: \$430,000
A-S-15	Ramona Avenue Connection 800 East to 900 East	Shared Lane Length 0.2 miles	1	2019: \$3,000 Phased: \$4,000
A-S-16	SR-201 South Frontage Road / 2400 South 7200 West to 5370 West	Bike Lane Length 2.8 miles	2	2019: \$280,000 Phased: \$530,000
A-S-17	Parley's Canyon Trail Parley's Trail to Pharaohs Glen	Shared Use Path Length 2.2 miles	3	2019: \$2,170,000 Phased: \$6,010,000
A-S-18	Parleys Way 2100 South to Foothill Drive	Bike Lane Length 1 miles	1	2019: \$100,000 Phased: \$130,000
A-S-19	SR-201 11500 West to 7200 West	Bike Lane Length 10.7 miles	2	2019: \$1,070,000 Phased: \$2,010,000
A-S-20	2600 South to Spencer Avenue 9180 West to 3100 South	Bike Lane Length 1.1 miles	2	2019: \$110,000 Phased: \$200,000
A-S-21	2700 South to 8000 West 8400 West to 2820 South	Bike Lane Length 0.6 miles	2	2019: \$60,000 Phased: \$110,000
A-S-22	Decker Lake Boulevard Parkway Boulevard to Decker Lake Drive	Bike Lane Length 0.2 miles	2	2019: \$20,000 Phased: \$40,000
A-S-23	Parkway Boulevard 2700 West to Decker Lake Boulevard	Shared Use Path Length 0.6 miles	1	2019: \$600,000 Phased: \$760,000
A-S-24	Parkway Boulevard 7200 West to 5600 West	Bike Lane Length 2 miles	1	2019: \$200,000 Phased: \$260,000
A-S-25	2700 South 300 West to 500 East	Buffered Bike Lane Length 1.2 miles	1	2019: \$180,000 Phased: \$230,000
A-S-26	2820 South 8000 West to 7200 West	Bike Lane Length 1 miles	2	2019: \$100,000 Phased: \$190,000
A-S-27	Parkway Boulevard Bangerter Highway to Vespa Drive	Shared Use Path Length 0.5 miles	1	2019: \$490,000 Phased: \$620,000
A-S-28	Parkway Park Trail Vespa Drive to 2700 West	Shared Use Path Length 0.7 miles	2	2019: \$740,000 Phased: \$1,390,000
A-S-29	Mill Creek Trail 300 West to 500 East	Shared Use Path Length 1.2 miles	1	2019: \$1,230,000 Phased: \$1,560,000
A-S-30	Brud Drive 6240 West to 5600 West	Buffered Bike Lane Length 0.8 miles	1	2019: \$120,000 Phased: \$160,000
A-S-31	3100 South 8800 West to 6240 West	Buffered Bike Lane Length 3.2 miles	1	2019: \$480,000 Phased: \$610,000

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ID	Project	Description	Phase ¹	Cost
A-S-32	3100 South 5600 West to Redwood Road	Buffered Bike Lane Length 4.5 miles	1	2019: \$680,000 Phased: \$960,000
A-S-33	Rosa Parks Drive Redwood Road to Lester Street	Bike Lane Length 0.1 miles	2	2019: \$10,000 Phased: \$30,000
A-S-34	Rosa Parks Drive Lester Street to Cultural Center Drive	Buffered Bike Lane Length 0.2 miles	2	2019: \$30,000 Phased: \$70,000
A-S-35	Utah and Salt Lake Canal 5400 West to 5600 West	Shared Use Path Length 3.7 miles	1	2019: \$3,680,000 Phased: \$4,660,000
A-S-36	3800 South / Millcreek Canyon Road Wasatch Boulevard to Millcreek Canyon	Shoulder Bikeway Length 1.2 miles	2	2019: \$60,000 Phased: \$110,000
A-S-37	Upland Drive Virginia Street to Wasatch Boulevard	Shoulder Bikeway Length 0.1 miles	1	2019: \$10,000 Phased: \$10,000
A-S-38	Meadow Brook Expressway Redwood Road to 500 West	Protected Bike Lane Length 1.8 miles	1	2019: \$1,810,000 Phased: \$2,290,000
A-S-39	3900 South 500 West to 2000 East	Protected Bike Lane Length 3.8 miles	1	2019: \$3,760,000 Phased: \$4,750,000
A-S-40	3900 South 2300 East to Wasatch Boulevard	Protected Bike Lane Length 1.5 miles	1	2019: \$1,500,000 Phased: \$1,890,000
A-S-41	4100 South 5400 West to Redwood Road	Bike Lane Length 8 miles	1	2019: \$800,000 Phased: \$1,020,000
A-S-42	Taylorville Expressway Redwood Road to Jordan River Parkway	Shared Use Path Length 1.7 miles	1	2019: \$1,720,000 Phased: \$2,180,000
A-S-43	Utah and Salt Lake Canal Midway Drive to 6200 South	Shared Use Path Length 3 miles	2	2019: \$3,020,000 Phased: \$5,650,000
A-S-44	4700 South Shared Use Path 1300 West to North Jordan Canal	Shared Use Path Length 0.5 miles	2	2019: \$510,000 Phased: \$960,000
A-S-45	Murray Holladay Road Van Winkle Expressway to Wander Lane	Protected Bike Lane Length 2.6 miles	1	2019: \$2,600,000 Phased: \$3,420,000
A-S-46	4700 South SR-111 to 6400 West	Bike Lane Length 2.5 miles	3	2019: \$250,000 Phased: \$700,000
A-S-47	4700 South / 4715 South 6400 West to 2700 West	Bike Lane Length 5.5 miles	1	2019: \$550,000 Phased: \$700,000
A-S-48	4800 South 500 West to Van Winkle Expressway	Bike Lane Length 2.2 miles	2	2019: \$220,000 Phased: \$410,000
A-S-49	Murray Taylorville Road Redwood Road to 500 West	Buffered Bike Lane Length 1.7 miles	1	2019: \$260,000 Phased: \$330,000
A-S-50	Little Cottonwood Creek Trail Jordan River Parkway to Vine Street	Shared Use Path Length 0.9 miles	2	2019: \$920,000 Phased: \$1,720,000
A-S-51	Vine Street Murray Boulevard to Box Elder Street	Buffered Bike Lane Length 0.7 miles	1	2019: \$110,000 Phased: \$140,000
A-S-52	5400 South/5300 South 1100 West to 700 West	Bike Lane Length 0.6 miles	1	2019: \$60,000 Phased: \$80,000
A-S-53	5415 South Cougar Lane to Northwest Avenue	Bike Lane Length 0.1 miles	2	2019: \$10,000 Phased: \$20,000
A-S-54	5600 South Vine Street to 900 East	Bike Lane Length 0.3 miles	1	2019: \$30,000 Phased: \$40,000
A-S-55	Bullion Street to Greenoaks Drive 1300 West to 700 West	Bike Lane Length 1.2 miles	2	2019: \$120,000 Phased: \$230,000
A-S-56	5900 South 700 West to 900 East	Bike Lane Length 2.3 miles	2	2019: \$230,000 Phased: \$440,000
A-S-57	Vine Street 900 East to Van Winkle Expressway	Buffered Bike Lane Length 1.6 miles	1	2019: \$240,000 Phased: \$320,000

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ID	Project	Description	Phase ¹	Cost
A-S-58	6200 South / Bennion Boulevard SR-111 to Jordan River Parkway Access	Bike Lane Length 7.3 miles	1	2019: \$730,000 Phased: \$930,000
A-S-59	Fort Union Boulevard 900 East to 3000 East	Protected Bike Lane Length 2.2 miles	1	2019: \$2,150,000 Phased: \$2,720,000
A-S-60	Center Street to State Street Jordan River Parkway to 7800 South	Bike Lane Length 1.7 miles	1	2019: \$170,000 Phased: \$210,000
A-S-61	7800 South SR-111 to 4000 West	Bike Lane Length 3.7 miles	1	2019: \$370,000 Phased: \$470,000
A-S-62	Bingham Junction Boulevard / Sandy Parkway Center Street to 10000 South	Bike Lane Length 3.2 miles	1	2019: \$320,000 Phased: \$400,000
A-S-63	New Bingham Highway 5600 West to 7800 South	Protected Bike Lane Length 2.2 miles	1	2019: \$2,170,000 Phased: \$2,740,000
A-S-64	7800 South 1140 West to Jordan River Parkway	Protected Bike Lane Length 0.3 miles	1	2019: \$270,000 Phased: \$340,000
A-S-65	7800 South Redwood Road to Temple Drive	Bike Lane Length 0.5 miles	1	2019: \$50,000 Phased: \$60,000
A-S-66	7800 South State Street to Unionwood Drive	Shoulder Bikeway Length 0.7 miles	1	2019: \$30,000 Phased: \$40,000
A-S-67	Creek Road 2050 Creek Road to 3500 East	Bike Lane Length 2 miles	1	2019: \$200,000 Phased: \$250,000
A-S-68	Cy's Road Harvard Park Drive to Quarry Bend Trail	Bike Lane Length 0.2 miles	2	2019: \$20,000 Phased: \$30,000
A-S-69	9000 South SR-111 to 5600 West	Bike Lane Length 1.9 miles	1	2019: \$190,000 Phased: \$240,000
A-S-70	Quarry Bend Drive Harvard Park Drive to Quarry Bend Park	Bike Lane Length 0.1 miles	2	2019: \$10,000 Phased: \$20,000
A-S-71	9000 South 1300 West to Sandy Parkway	Protected Bike Lane Length 1.3 miles	1	2019: \$1,310,000 Phased: \$1,660,000
A-S-72	Provo Reservoir Canal Westland Drive to Provo Reservoir Canal	Shared Use Path Length 1.6 miles	3	2019: \$1,630,000 Phased: \$4,510,000
A-S-73	9400 South Riverside Drive to 300 West	Bike Lane Length 0.8 miles	2	2019: \$80,000 Phased: \$160,000
A-S-74	9400 South 255 West to 9400 South	Protected Bike Lane Length 2 miles	1	2019: \$2,010,000 Phased: \$2,540,000
A-S-75	9400 South to Little Cottonwood Road 9375 South to Little Cottonwood Road	Buffered Bike Lane Length 4.7 miles	1	2019: \$710,000 Phased: \$890,000
A-S-76	Skye Drive 4800 West to Dunsinane Drive	Buffered Bike Lane Length 1.4 miles	2	2019: \$210,000 Phased: \$390,000
A-S-77	Old Bingham Highway Bacchus Highway to Hawley Park Road	Shared Use Path Length 2.4 miles	2	2019: \$2,430,000 Phased: \$4,550,000
A-S-78	9800 South to Old Wasatch Boulevard Mt. Jordan Road to Little Cottonwood Road	Shared Lane Length 0.7 miles	2	2019: \$10,000 Phased: \$20,000
A-S-79	9800 South Dunsinane Drive to Bangarter Highway	Bike Lane Length 0.3 miles	1	2019: \$30,000 Phased: \$40,000
A-S-80	Shields Lane to Sego Lily Drive 1300 West to Porter Rockwell Trail	Shoulder Bikeway Length 2.5 miles	1	2019: \$120,000 Phased: \$160,000
A-S-81	Sego Lily Drive 1300 East to 700 East	Bike Lane Length 1 miles	1	2019: \$100,000 Phased: \$130,000

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ID	Project	Description	Phase ¹	Cost
A-S-82	Mt. Jordan Road 9800 South to 9800 South	Bike Lane Length 0.1 miles	2	2019: \$10,000 Phased: \$10,000
A-S-83	10000 South Granite Crest Lane to 2700 East	Shoulder Bikeway Length 0.2 miles	2	2019: \$10,000 Phased: \$20,000
A-S-84	Old Bingham Highway to Copperton Bonneville Shoreline Trail West to Bacchus Highway	Bike Lane Length 1.9 miles	3	2019: \$190,000 Phased: \$530,000
A-S-85	Dry Creek 240 West to Beeddigger Boulevard	Shared Use Path Length 0.9 miles	1	2019: \$910,000 Phased: \$1,150,000
A-S-86	10200 South Jordan Gateway to Centennial Parkway	Buffered Bike Lane Length 0.5 miles	2	2019: \$70,000 Phased: \$130,000
A-S-87	South Jordan Parkway Bacchus Highway to Oquirrh Lake Road	Bike Lane Length 4.4 miles	1	2019: \$440,000 Phased: \$550,000
A-S-88	Oquirrh Lake Road South Jordan Parkway to Daybreak View Parkway	Shared Lane Length 1.1 miles	2	2019: \$70,000 Phased: \$40,000
A-S-89	Daybreak Parkway Roundabout Oakmond Road to Daybreak Parkway	Shoulder Bikeway Length 0.1 miles	2	2019: \$10,000 Phased: \$10,000
A-S-90	11400 South State Street to Camden Park Lane	Protected Bike Lane Length 0.7 miles	1	2019: \$740,000 Phased: \$940,000
A-S-91	11800 South Bacchus Highway to Rushmore Park Lane	Bike Lane Length 2.6 miles	1	2019: \$260,000 Phased: \$320,000
A-S-92	11800 South 3600 West to 3200 West	Buffered Bike Lane Length 0.5 miles	2	2019: \$80,000 Phased: \$140,000
A-S-93	Midas Creek Mountain View Corridor to Midas Creek	Shared Use Path Length 0.2 miles	3	2019: \$160,000 Phased: \$440,000
A-S-94	12600 South Main Street to 4030 West	Buffered Bike Lane Length 1.3 miles	1	2019: \$190,000 Phased: \$240,000
A-S-95	Pioneer Road 700 East to Highland Drive	Buffered Bike Lane Length 2 miles	1	2019: \$300,000 Phased: \$380,000
A-S-96	12800 South Redwood Road to 1155 West	Shared Lane Length 0.8 miles	1	2019: \$10,000 Phased: \$20,000
A-S-97	Galena Creek Trail FrontRunner Boulevard to Jordan River Parkway	Shared Use Path Length 0.4 miles	1	2019: \$360,000 Phased: \$460,000
A-S-98	Herriman Main Street Rosecrest Road to Elementary Drive	Bike Lane Length 0.1 miles	2	2019: \$10,000 Phased: \$20,000
A-S-99	13100 South Rose Canyon Road to 5600 West	Buffered Bike Lane Length 1 miles	2	2019: \$150,000 Phased: \$280,000
A-S-100	Herriman Highway SR-111 to Rose Canyon Road	Bike Lane Length 2.6 miles	3	2019: \$260,000 Phased: \$720,000
A-S-101	13400 South Rose Canyon Road to Redwood Road	Bike Lane Length 5.5 miles	1	2019: \$550,000 Phased: \$700,000
A-S-102	Corner Canyon Creek Trail FrontRunner Boulevard to Jordan River Parkway	Shared Use Path Length 0.3 miles	1	2019: \$290,000 Phased: \$370,000
A-S-103	Rose Creek Mountain View Corridor Trail to Provo Reservoir Canal	Shared Use Path Length 0.8 miles	2	2019: \$770,000 Phased: \$1,450,000
A-S-104	Stokes Avenue 300 East to Fort Street	Bike Lane Length 0.6 miles	3	2019: \$60,000 Phased: \$160,000

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ID	Project	Description	Phase ¹	Cost
A-S-105	13800 South Provo Reservoir Canal to 2800 West	Buffered Bike Lane Length 2.1 miles	2	2019: \$320,000 Phased: \$580,000
A-S-106	Rose Creek 2950 West to Jordan River Parkway Access	Shared Use Path Length 2.1 miles	3	2019: \$2,090,000 Phased: \$5,790,000
A-S-107	600 W. Interchange Connection to 13775 S. 14600 South to Pony Express Road	Bike Lane Length 1.9 miles	3	2019: \$190,000 Phased: \$540,000
A-S-108	13800 South Bangerter Parkway to Fort Street	Bike Lane Length 0.7 miles	2	2019: \$70,000 Phased: \$140,000
A-S-109	East Jordan Canal 13800 South to Minuteman Drive	Shared Use Path Length 1 miles	2	2019: \$960,000 Phased: \$1,800,000
A-S-110	Real Vista Drive Juniper Crest Road to 14400 South	Bike Lane Length 1.1 miles	2	2019: \$110,000 Phased: \$200,000
A-S-111	14400 South to 14600 South 2700 West to Pony Express Road	Bike Lane Length 3.3 miles	1	2019: \$330,000 Phased: \$420,000
A-S-112	Porter Rockwell Boulevard Camp Williams Road to 14600 South	Shared Use Path Length 2.8 miles	1	2019: \$2,780,000 Phased: \$3,520,000
A-S-113	Juniper Crest Road Juniper Bend Drive to Real Vista Drive	Bike Lane Length 0.9 miles	3	2019: \$90,000 Phased: \$250,000
A-S-114	Bonneville Shoreline Connector Juniper Crest Road to Porter Rockwell Boulevard	Trail Length 3.8 miles	1	2019: \$780,000 Phased: \$990,000
A-S-115	Porter Rockwell Boulevard Mountain View Corridor to Camp Williams Road	Bike Lane Length 0.6 miles	1	2019: \$60,000 Phased: \$80,000
A-S-116	Antelope Island Causeway Antelope Island to I-80 North Frontage Rd	Shared Use Path Length 9.8 miles	3	2019: \$9,750,000 Phased: \$27,030,000
A-S-117	Bonneville Shoreline Trail West 2600 South to Bonneville Shoreline Trail W.	Trail Length 19.9 miles	3	2019: \$4,090,000 Phased: \$11,330,000
A-S-118	9180 West SR-201 to 2600 South	Bike Lane Length 0.4 miles	3	2019: \$40,000 Phased: \$100,000
A-S-119	SR-111 SR-201 to 2700 South	Shared Use Path Length 0.7 miles	2	2019: \$650,000 Phased: \$1,220,000
A-S-120	SR-111 2700 South to 4100 South	Bike Lane Length 2 miles	1	2019: \$200,000 Phased: \$250,000
A-S-121	SR-111 4100 South to New Bingham Highway	Shared Use Path Length 8.1 miles	3	2019: \$8,110,000 Phased: \$22,490,000
A-S-122	Bacchus Highway New Bingham Highway to Herriman Highway	Bike Lane Length 5.1 miles	2	2019: \$510,000 Phased: \$950,000
A-S-123	8000 West 1400 North to I-80 Frontage Road	Bike Lane Length 1.9 miles	1	2019: \$190,000 Phased: \$240,000
A-S-124	7200 South 700 North to 1400 North	Bike Lane Length 1 miles	1	2019: \$100,000 Phased: \$130,000
A-S-125	7200 West 700 North to 2100 South	Shared Use Path Length 4.3 miles	2	2019: \$4,300,000 Phased: \$9,050,000
A-S-126	7200 West SR-201 to SR-201 South Frontage Road	Bike Lane Length 0.1 miles	2	2019: \$10,000 Phased: \$30,000
A-S-127	7200 West 4100 North to SR-111	Bike Lane Length 2.8 miles	2	2019: \$280,000 Phased: \$520,000
A-S-128	Rose Canyon Road 13100 South to 13400 South	Buffered Bike Lane Length 0.4 miles	2	2019: \$60,000 Phased: \$110,000

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ID	Project	Description	Phase ¹	Cost
A-S-129	Mountain View Corridor Trail Extension Amelia Earhart Drive to 1225 South	Shared Use Path Length 2.6 miles	2	2019: \$2,560,000 Phased: \$4,830,000
A-S-130	Mountain View Corridor Trail 1225 South to 4100 South	Shared Use Path Length 4.5 miles	1	2019: \$4,540,000 Phased: \$5,740,000
A-S-131	5600 West / Hawley Park Road New Bingham Highway to Old Bingham Highway	Bike Lane Length 1.5 miles	1	2019: \$150,000 Phased: \$190,000
A-S-132	5600 West 700 North to Amelia Earhart Drive	Bike Lane Length 0.5 miles	2	2019: \$50,000 Phased: \$100,000
A-S-133	5370 West SR-201 South Frontage Road to 2400 South	Bike Lane Length 0.5 miles	3	2019: \$50,000 Phased: \$130,000
A-S-134	4800 West to 2400 South Sr-201 South Frontage Road to 4800 West	Bike Lane Length 0.7 miles	3	2019: \$70,000 Phased: \$200,000
A-S-135	4800 West 2400 South to Lake Park Boulevard	Bike Lane Length 0.4 miles	7	2019: \$40,000 Phased: \$80,000
A-S-136	Westams Boulevard to Northwest Avenue 4715 South to 5415 South	Bike Lane Length 1.2 miles	2	2019: \$120,000 Phased: \$230,000
A-S-137	Corporate Park Drive Lake Park Boulevard to 3100 South	Bike Lane Length 0.6 miles	1	2019: \$60,000 Phased: \$80,000
A-S-138	4800 West 3100 South to 4715 South	Buffered Bike Lane Length 2.5 miles	1	2019: \$380,000 Phased: \$480,000
A-S-139	4800 West 1100 South to 1300 South	Bike Lane Length 0.3 miles	2	2019: \$30,000 Phased: \$70,000
A-S-140	Cougar Lane 5400 South to 7000 South	Buffered Bike Lane Length 2 miles	2	2019: \$310,000 Phased: \$570,000
A-S-141	4800 West 7000 South to Opal Hill Drive	Bike Lane Length 0.4 miles	3	2019: \$40,000 Phased: \$110,000
A-S-142	4800 West to Silver Mine Road New Bingham Highway to South Jordan Parkway	Buffered Bike Lane Length 2.8 miles	1	2019: \$420,000 Phased: \$530,000
A-S-143	Provo Reservoir Canal Ivey Ranch Road to 13900 South	Shared Use Path Length 3.8 miles	2	2019: \$3,830,000 Phased: \$7,170,000
A-S-144	4000 West 7800 South to Westland Drive	Bike Lane Length 2 miles	1	2019: \$200,000 Phased: \$250,000
A-S-145	4015 West to 4000 West 4700 South to 6200 South	Bike Lane Length 2 miles	2	2019: \$200,000 Phased: \$380,000
A-S-146	4000 West 3100 South to 4700 South	Bike Lane Length 2.5 miles	2	2019: \$250,000 Phased: \$470,000
A-S-147	3600 West 11400 South to 13400 South	Bike Lane Length 2.5 miles	1	2019: \$250,000 Phased: \$320,000
A-S-148	Hamilton View Road 13400 South to 13900 South	Buffered Bike Lane Length 0.6 miles	1	2019: \$100,000 Phased: \$120,000
A-S-149	3800 West California Avenue to Directors Row	Bike Lane Length 0.3 miles	2	2019: \$30,000 Phased: \$50,000
A-S-150	3180 West/3200 West 11400 South to 11800 South	Bike Lane Length 0.5 miles	3	2019: \$50,000 Phased: \$140,000
A-S-151	3200 West 4700 South to Royalwood Drive	Bike Lane Length 0.9 miles	1	2019: \$90,000 Phased: \$120,000
A-S-152	Surplus Canal Trail Jordan River Parkway to North Temple Ramp	Shared Use Path Length 3.4 miles	1	2019: \$3,370,000 Phased: \$4,260,000

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ID	Project	Description	Phase¹	Cost
A-S-153	Pioneer Road 1900 South to 2100 South	Bike Lane Length 0.2 miles	2	2019: \$20,000 Phased: \$30,000
A-S-154	Constitution Boulevard 2100 South to 3100 South	Bike Lane Length 1.5 miles	1	2019: \$150,000 Phased: \$190,000
A-S-155	Constitution Boulevard 3800 South to 4700 South	Buffered Bike Lane Length 1.5 miles	1	2019: \$230,000 Phased: \$260,000
A-S-156	2700 West 4700 South to Utah and Salt Lake Canal	Buffered Bike Lane Length 2.5 miles	1	2019: \$370,000 Phased: \$470,000
A-S-157	2700 West Meadow Ridge Drive to 14000 South	Buffered Bike Lane Length 5.8 miles	1	2019: \$890,000 Phased: \$1,110,000
A-S-158	Jordan River Center Street Path Center Street to Jordan River Parkway	Shared Use Path Length 1 miles	1	2019: \$970,000 Phased: \$1,730,000
A-S-159	Redwood Road Davis County Line to 1000 North	Bike Lane Length 2.1 miles	2	2019: \$210,000 Phased: \$400,000
A-S-160	Redwood Road 2100 South to 2200 South	Bike Lane Length 0.2 miles	2	2019: \$20,000 Phased: \$40,000
A-S-161	Redwood Road 2200 South to Parkway Boulevard	Sidepath Length 0.4 miles	2	2019: \$210,000 Phased: \$390,000
A-S-162	Redwood Road Whitlock Avenue to 3100 South	Shared Use Path Length 0.9 miles	2	2019: \$900,000 Phased: \$1,690,000
A-S-163	Redwood Road 3100 South to 4100 South	Shared Use Path Length 1.5 miles	2	2019: \$1,510,000 Phased: \$2,820,000
A-S-164	Redwood Road 4100 South to 6200 South	Shared Use Path Length 3 miles	2	2019: \$3,010,000 Phased: \$5,630,000
A-S-166	Redwood Road 6200 South to 7800 South	Shared Use Path Length 2 miles	2	2019: \$2,000,000 Phased: \$3,750,000
A-S-167	Redwood Road 7800 South to 9000 South	Shared Use Path Length 1.5 miles	2	2019: \$1,510,000 Phased: \$2,820,000
A-S-168	Redwood Road 9000 South to 11400 South	Shared Use Path Length 3 miles	2	2019: \$3,000,000 Phased: \$5,630,000
A-S-169	Redwood Road 11400 South to 12800 South	Shared Use Path Length 1.8 miles	2	2019: \$1,760,000 Phased: \$3,290,000
A-S-170	Redwood Road 12800 South to Bangerter Highway	Shared Use Path Length 1.2 miles	2	2019: \$1,240,000 Phased: \$2,330,000
A-S-171	Canal Street Murray Taylorsville Road to 5770 South	Bike Lane Length 1.3 miles	1	2019: \$130,000 Phased: \$170,000
A-S-172	Canal Street/1300 West/Temple Drive 5770 South to Four B Lane	Buffered Bike Lane Length 4.6 miles	1	2019: \$690,000 Phased: \$870,000
A-S-173	1300 West 11740 South to Bluffdale City Limit	Buffered Bike Lane Length 2.7 miles	1	2019: \$400,000 Phased: \$510,000
A-S-174	East Jordan Canal Minuteman Drive to Jordan River	Shared Use Path Length 6.4 miles	3	2019: \$6,400,000 Phased: \$17,750,000
A-S-175	1200 West / 1300 West 3300 South to Atherton Drive	Buffered Bike Lane Length 1.7 miles	1	2019: \$260,000 Phased: \$330,000
A-S-176	1300 West Atherton Drive to 4700 South	Neighborhood Byway Length 0.4 miles	1	2019: \$20,000 Phased: \$20,000

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ID	Project	Description	Phase¹	Cost
A-S-177	Parley's Trail Jordan River Parkway to 900 West	Shared Use Path Length 0.4 miles	1	2019: \$350,000 Phased: \$440,000
A-S-179	900 West Parley's Trail to 3300 S	Bike Lane Length 1.5 miles	1	2019: \$150,000 Phased: \$190,000
A-S-179	Beck Street / Frontage Road US-89 Trail to 400 West	Shared Use Path Length 2.5 miles	2	2019: \$2,500,000 Phased: \$4,690,000
A-S-180	600 West Vista Station Boulevard to 14600 South	Bike Lane Length 1.5 miles	1	2019: \$150,000 Phased: \$190,000
A-S-181	FrontRunner Boulevard Vista Station Boulevard to Vista Station Boulevard	Buffered Bike Lane Length 0.7 miles	2	2019: \$100,000 Phased: \$190,000
A-S-182	Point of the Mountain Transit Extension 2 FrontRunner Boulevard to 200 West	Bike Lane Length 0.9 miles	2	2019: \$90,000 Phased: \$170,000
A-S-183	Vista Station Boulevard 12300 South to FrontRunner Boulevard	Buffered Bike Lane Length 0.5 miles	2	2019: \$80,000 Phased: \$150,000
A-S-184	Jordan Gateway 10000 South to 11400 South	Buffered Bike Lane Length 1.9 miles	1	2019: \$290,000 Phased: \$370,000
A-S-185	Murray Boulevard 5300 South to Vine Street	Buffered Bike Lane Length 0.6 miles	1	2019: \$90,000 Phased: \$120,000
A-S-186	Point of the Mountain Transit Extension 13490 South to Minuteman Drive	Shared Use Path Length 1.5 miles	2	2019: \$1,500,000 Phased: \$2,820,000
A-S-187	Lone Peak Parkway 11400 South to 12300 South	Bike Lane Length 1.2 miles	1	2019: \$120,000 Phased: \$150,000
A-S-188	125 West / Lone Peak Parkway 12300 South to 13900 South	Bike Lane Length 1.9 miles	1	2019: \$190,000 Phased: \$240,000
A-S-189	Porter Rockwell Trail Winchester Street to Pioneer Avenue	Shared Use Path Length 2.7 miles	1	2019: \$2,720,000 Phased: \$3,440,000
A-S-190	300 West 5400 South to I-215	Buffered Bike Lane Length 1.3 miles	2	2019: \$200,000 Phased: \$370,000
A-S-191	Cottonwood Street I-215 to Winchester Street	Buffered Bike Lane Length 0.2 miles	1	2019: \$20,000 Phased: \$30,000
A-S-192	Cottonwood Street Vine Street to 5400 South	Buffered Bike Lane Length 0.6 miles	1	2019: \$90,000 Phased: \$120,000
A-S-193	300 West Andy Avenue to 3900 South	Bike Lane Length 2.6 miles	1	2019: \$260,000 Phased: \$330,000
A-S-194	Highland Drive Sandy City Limitto Bangerter Parkway	Bike Lane Length 4.7 miles	1	2019: \$470,000 Phased: \$600,000
A-S-195	Box Elder Street 4500 South to Vine Street	Shared Lane Length 0.8 miles	1	2019: \$10,000 Phased: \$20,000
A-S-196	Main Street 2100 South to 4500 South	Bike Lane Length 3.5 miles	1	2019: \$350,000 Phased: \$450,000
A-S-197	300 East Corner Creek Trail to Stokes Avenue	Bike Lane Length 0.3 miles	2	2019: \$30,000 Phased: \$50,000
A-S-198	Columbus Street Zane Avenue to North Temple	Bike Lane Length 0.6 miles	1	2019: \$60,000 Phased: \$80,000
A-S-199	300 East 3300 South to 3900 South	Buffered Bike Lane Length 0.9 miles	1	2019: \$130,000 Phased: \$170,000
A-S-200	700 East / Charger Way 11400 South to Carlquist Drive	Bike Lane Length 2.2 miles	1	2019: \$220,000 Phased: \$280,000
A-S-201	700 East 9000 South to 9400 South	Bike Lane Length 0.5 miles	1	2019: \$50,000 Phased: \$70,000

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ID	Project	Description	Phase ¹	Cost
A-S-202	900 East to 700 East Ramona Avenue to 7800 South	Bike Lane Length 8.3 miles	1	2019: \$630,000 Phased: \$1,050,000
A-S-203	Van Winkle Expressway 4800 South to 6200 South	Bike Lane Length 4.7 miles	2	2019: \$470,000 Phased: \$870,000
A-S-204	Harvard Park Drive Quarry Bend Drive to 8600 South	Shoulder Bikeway Length 0.5 miles	2	2019: \$30,000 Phased: \$50,000
A-S-205	970 East 12300 South to Pioneer Rd	Shared Use Path Length 0.2 miles	2	2019: \$160,000 Phased: \$290,000
A-S-206	Union Park Avenue South Union Avenue to 1300 East	Bike Lane Length 0.3 miles	1	2019: \$30,000 Phased: \$40,000
A-S-207	1300 East Union Park Avenue to Hollow Dale Drive	Bike Lane Length 0.4 miles	1	2019: \$40,000 Phased: \$50,000
A-S-208	1300 East to Richmond Street 2700 South to 3300 South	Bike Lane Length 0.9 miles	1	2019: \$90,000 Phased: \$120,000
A-S-209	1300 East 3300 South to Murray Holladay Road	Bike Lane Length 2.4 miles	1	2019: \$240,000 Phased: \$300,000
A-S-210	1300 East 1300 South to 2700 South	Bike Lane Length 2 miles	1	2019: \$200,000 Phased: \$250,000
A-S-211	1300 East 400 South to 600 South	Bike Lane Length 0.1 miles	1	2019: \$10,000 Phased: \$20,000
A-S-212	Virginia Street / University Street Fairfax Road to 100 South	Bike Lane Length 0.7 miles	1	2019: \$70,000 Phased: \$90,000
A-S-213	Fairfax Road to Wolcott Street Virginia Street to University of Utah	Bike Lane Length 1.1 miles	1	2019: \$110,000 Phased: \$140,000
A-S-214	University of Utah-On Campus Routes University Street to Campus Center Drive	Shared Lane Length 0.6 miles	1	2019: \$10,000 Phased: \$10,000
A-S-215	Highland Drive 9800 South to Draper City Limit	Bike Lane Length 2.9 miles	2	2019: \$290,000 Phased: \$540,000
A-S-216	Highland Drive 9800 South to Creek Road	Bike Lane Length 2.2 miles	1	2019: \$220,000 Phased: \$270,000
A-S-217	Wasatch Drive North Campus Drive to Mario Capecchi Drive	Bike Lane Length 0.5 miles	1	2019: \$50,000 Phased: \$60,000
A-S-218	Highland Drive 6200 South to Parkridge Drive	Protected Bike Lane Length 1.6 miles	1	2019: \$1,600,000 Phased: \$2,020,000
A-S-219	East Jordan Canal Trail Walker Lane to Highland Drive	Shared Use Path Length 1.3 miles	1	2019: \$1,330,000 Phased: \$1,680,000
A-S-220	Mario Capecchi Drive Shared Use Path South Campus Drive to Wasatch Drive	Shared Use Path Length 0.2 miles	1	2019: \$220,000 Phased: \$280,000
A-S-221	Walker Lane to Cottonwood Lane Cottonwood Lane to Holladay Boulevard	Shared Lane Length 0.9 miles	1	2019: \$20,000 Phased: \$20,000
A-S-222	2300 East Fardown Avenue to 6200 South	Bike Lane Length 0.3 miles	3	2019: \$30,000 Phased: \$70,000
A-S-223	Chipeta Way Wakara Way to Arapen Drive	Bike Lane Length 0.5 miles	1	2019: \$50,000 Phased: \$70,000
A-S-224	2700 East to 9800 South 10000 South to Mt. Jordan Road	Shared Lane Length 0.3 miles	2	2019: \$10,000 Phased: \$10,000
A-S-225	2700 East to Wander Lane 4430 South to Murray Holladay Road	Shared Lane Length 0.4 miles	1	2019: \$10,000 Phased: \$10,000
A-S-226	Bonneville Shoreline Trail Cottonwood Heights to Sandy	Trail Length 4.3 miles	2	2019: \$970,000 Phased: \$1,640,000
A-S-227	Danish Road Bengal Boulevard to Wasatch Boulevard	Bike Lane Length 1.9 miles	1	2019: \$190,000 Phased: \$240,000

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ID	Project	Description	Phase ¹	Cost
A-S-228	Bonneville Shoreline Trail Holladay to Cottonwood Heights	Trail Length 6.2 miles	2	2019: \$1,280,000 Phased: \$2,390,000
A-S-229	Bonneville Shoreline Trail Holladay to Millcreek	Trail Length 5.2 miles	2	2019: \$1,080,000 Phased: \$2,010,000
A-S-230	Bonneville Shoreline Trail Salt Lake City to Millcreek	Trail Length 1.4 miles	2	2019: \$280,000 Phased: \$530,000
A-S-231	Bonneville Shoreline Trail Salt Lake City to Salt Lake City	Trail Length 1.8 miles	2	2019: \$370,000 Phased: \$680,000
A-S-232	3500 East Bengal Boulevard to Wasatch Boulevard	Shared Lane Length 0.5 miles	1	2019: \$10,000 Phased: \$10,000
A-S-233	Beck Street Highway 89 Pathway Beck Street @ Staker Parsons	At-Grade	2	2019: \$100,000 Phased: \$190,000
A-S-234	300 North 300 North @ FrontRunner	Overhead	2	2019: \$437,500 Phased: \$820,000
A-S-235	Mountain View Corridor I-80 Crossing Mountain View Corridor @ I-80	Overhead	3	2019: \$700,000 Phased: \$1,940,000
A-S-236	South Temple & K Street 800 East at South Temple	At-Grade	1	2019: \$700,000 Phased: \$890,000
A-S-237	University of Utah Wasatch Drive and Mario Capecchi Drive Mario Capecchi Drive at Wasatch Drive	At-Grade	2	2019: \$100,000 Phased: \$190,000
A-S-238	Campus Crossing 500 South @ Guardsman Way	At-Grade	1	2019: \$100,000 Phased: \$130,000
A-S-239	Red Butte Creek Underpass Red Butte Creek @ Foothill Drive	Underground	1	2019: \$900,000 Phased: \$1,140,000
A-S-240	9 Line Rail Trail Overpass 900 South @ Union Pacific Rail	Overhead	1	2019: \$630,000 Phased: \$800,000
A-S-241	Sunnyside Avenue Pedestrian / Bicycle Crossing Sunnyside Avenue @ Foothill Drive	Overhead	1	2019: \$350,000 Phased: \$440,000
A-S-242	700 East Crosswalk 700 East @ Yale Avenue	At-Grade	2	2019: \$100,000 Phased: \$190,000
A-S-243	Emigration Creek Underpass Emigration Creek @ Foothill Drive	Underground	2	2019: \$750,000 Phased: \$1,400,000
A-S-244	1700 South 1700 South @ Union Pacific Railroad	Overhead	2	2019: \$612,500 Phased: \$1,150,000
A-S-245	2100 South 2100 South @ US-89	At-Grade	1	2019: \$100,000 Phased: \$130,000
A-S-246	Parley's Trail Parley's Trail @ 900 West	At-Grade	1	2019: \$100,000 Phased: \$130,000
A-S-247	3100 South Pedestrian / Bicycle Crossing 3100 South @ Bangerter Highway	Overhead	1	2019: \$700,000 Phased: \$890,000
A-S-248	8400 West Pedestrian / Bicycle Crossing 8400 West @ 3500 South	Overhead	1	2019: \$437,500 Phased: \$550,000
A-S-249	4100 South Pedestrian / Bicycle Crossing 4100 South @ Bangerter Highway	Overhead	1	2019: \$700,000 Phased: \$890,000
A-S-250	4700 South Pedestrian / Bicycle Crossing 4700 South @ Bangerter Highway	Overhead	1	2019: \$700,000 Phased: \$890,000
A-S-251	Little Cottonwood Creek Trail Little Cottonwood Creek Trail @ I-15	Underground	2	2019: \$1,800,000 Phased: \$3,370,000

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ID	Project	Description	Phase ¹	Cost
A-S-252	Little Cottonwood Creek Trail Little Cottonwood Creek Trail @ Rail Yard	Underground	3	2019: \$1,050,000 Phased: \$2,910,000
A-S-253	5400 South Pedestrian / Bicycle Crossing 5400 South @ Bangarter Highway	Underground	2	2019: \$1,800,000 Phased: \$3,370,000
A-S-254	Jordan River Parkway Crossing Jordan River Parkway @ Eulion Street	Underground	3	2019: \$900,000 Phased: \$2,500,000
A-S-255	7000 South / Jordan Landing Boulevard Pedestrian / Bicycle Crossing 7000 South / Jordan Landing Boulevard @ Bangarter Highway	Overhead	2	2019: \$1,050,000 Phased: \$1,970,000
A-S-256	3500 East Pedestrian / Bicycle Crossing 3500 East @ Wasatch Boulevard	Overhead	2	2019: \$437,500 Phased: \$920,000
A-S-257	9000 South Pedestrian / Bicycle Crossing 9000 South @ Bangarter Highway	Overhead	1	2019: \$1,225,000 Phased: \$1,550,000
A-S-258	9400 South I-15 Crossing 9400 South @ I-15	Overhead	3	2019: \$1,975,000 Phased: \$5,340,000
A-S-259	10200 South I-15 Crossing 10200 South @ I-15	Overhead	2	2019: \$2,345,000 Phased: \$4,390,000
A-S-260	10400 South Pedestrian / Bicycle Crossing 10400 South @ Bangarter Highway	Overhead	1	2019: \$700,000 Phased: \$990,000
A-S-261	Point of the Mountain Transit Extension Overpass 400 West @ Bangarter Highway	Overhead	3	2019: \$975,000 Phased: \$2,430,000
A-S-262	13800 South Crossing 13800 South @ I-15	Overhead	3	2019: \$1,225,000 Phased: \$3,400,000
A-S-263	Point of the Mountain Connection Marsh Brown Drive @ FrontRunner	Overhead	3	2019: \$1,225,000 Phased: \$3,400,000
A-S-264	East Jordan Canal I-15 Crossing East Jordan Canal @ I-15	Overhead	3	2019: \$2,030,000 Phased: \$5,630,000
A-S-265	Jordan River Parkway Crossing Jordan River Parkway @ 14600 South	Underground	3	2019: \$1,050,000 Phased: \$2,910,000
A-S-266	East Jordan Canal Jordan River Crossing East Jordan Canal at Jordan River Parkway	Overhead	3	2019: \$1,575,000 Phased: \$4,370,000
Weber County Projects				
A-W-1	4000 North 3900 West to 2000 West	Bike Lane Length 1.9 miles	2	2019: \$190,000 Phased: \$360,000
A-W-2	4000 North 2000 West to US-89	Shared Use Path Length 0.6 miles	2	2019: \$560,000 Phased: \$1,050,000
A-W-3	Skyline Drive US-89 to Lakeview Drive	Bike Lane Length 2.6 miles	3	2019: \$260,000 Phased: \$730,000
A-W-4	Mountain Road 125 West to North Ogden Canyon Road	Bike Lane Length 2.5 miles	1	2019: \$250,000 Phased: \$310,000
A-W-5	Pleasant View Drive US-89 to 550 West	Shared Use Path Length 2.4 miles	2	2019: \$2,380,000 Phased: \$4,450,000
A-W-6	2800 North to Higley Road 4200 West to 2000 West	Bike Lane Length 3.5 miles	3	2019: \$350,000 Phased: \$980,000
A-W-7	North Ogden Canyon Road Mountain Road to North Ogden Lookout Point	Bike Lane Length 0.5 miles	3	2019: \$50,000 Phased: \$140,000
A-W-8	3100 North 750 East to Mountain Road	Bike Lane Length 0.9 miles	2	2019: \$90,000 Phased: \$180,000

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ID	Project	Description	Phase¹	Cost
A-W-9	Pleasant View Drive Hillsborough Drive to Washington Boulevard	Shared Use Path Length 0.6 miles	2	2019: \$630,000 Phased: \$1,180,000
A-W-10	2600 North / 2700 North 4200 West to 1000 West	Bike Lane Length 4.1 miles	2	2019: \$410,000 Phased: \$760,000
A-W-11	2600 North / 2700 North Washington Boulevard to Mountain Road	Bike Lane Length 1.7 miles	2	2019: \$170,000 Phased: \$320,000
A-W-12	2550 North 2700 North to 400 East	Bike Lane Length 2 miles	2	2019: \$200,000 Phased: \$370,000
A-W-13	1975 North 4425 West to 1900 North	Bike Lane Length 1.6 miles	3	2019: \$160,000 Phased: \$430,000
A-W-14	1900 North 1975 North to 2300 West	Bike Lane Length 1.1 miles	3	2019: \$110,000 Phased: \$320,000
A-W-15	1850 North / 1800 North 2300 West to 2000 West	Bike Lane Length 0.4 miles	3	2019: \$40,000 Phased: \$120,000
A-W-16	Harrisville Road 2000 West to US-89	Bike Lane Length 2.3 miles	2	2019: \$230,000 Phased: \$440,000
A-W-17	Fourmile Creek Weber River Parkway to 2000 West	Shared Use Path Length 3.9 miles	3	2019: \$3,940,000 Phased: \$10,930,000
A-W-18	1500 North 4700 West to Fourmile Creek	Bike Lane Length 0.7 miles	3	2019: \$70,000 Phased: \$210,000
A-W-19	Pioneer Road to 400 North 1500 North to 1140 West	Bike Lane Length 4.2 miles	3	2019: \$420,000 Phased: \$1,150,000
A-W-20	1100 North US-89 to Mountain Road	Bike Lane Length 1.7 miles	2	2019: \$170,000 Phased: \$320,000
A-W-21	Weber River Parkway Fourmile Creek to 1900 West	Shared Use Path Length 5.6 miles	3	2019: \$5,560,000 Phased: \$15,400,000
A-W-22	North Street Wall Avenue to Jackson Avenue	Bike Lane Length 1.3 miles	2	2019: \$130,000 Phased: \$240,000
A-W-23	Jackson Avenue to 425 North North Street to Harrison Boulevard	Bike Lane Length 0.3 miles	2	2019: \$30,000 Phased: \$60,000
A-W-24	2200 West to 200 South Pioneer Road to 2700 West	Bike Lane Length 1.3 miles	3	2019: \$130,000 Phased: \$350,000
A-W-25	2nd Street 1140 West to Harrison Boulevard	Bike Lane Length 3.1 miles	1	2019: \$310,000 Phased: \$390,000
A-W-26	Ogden Canyon Road Valley Drive to Ogden River Scenic Byway	Shared Use Path Length 5.1 miles	1	2019: \$5,110,000 Phased: \$6,470,000
A-W-27	700 South 1900 West to Golden Spoke Extension South	Bike Lane Length 0.6 miles	3	2019: \$60,000 Phased: \$170,000
A-W-28	1200 South 4700 West to 1900 West	Bike Lane Length 3.5 miles	3	2019: \$350,000 Phased: \$980,000
A-W-29	12th Street 1900 West to Canyon Road	Protected Bike Lane Length 4.1 miles	1	2019: \$4,070,000 Phased: \$5,150,000
A-W-30	Canyon Rd 12th Street to Old Canyon Road	Buffered Bike Lane Length 0.8 miles	1	2019: \$130,000 Phased: \$160,000
A-W-31	17th Street 1200 West to Wall Avenue	Bike Lane Length 1.6 miles	1	2019: \$160,000 Phased: \$210,000
A-W-32	1800 South 4700 West to 1900 West	Bike Lane Length 3.5 miles	3	2019: \$350,000 Phased: \$970,000
A-W-33	Hooper Slough Trail Extension River Parkway Trail to 1800 South	Shared Use Path Length 0.3 miles	3	2019: \$270,000 Phased: \$750,000
A-W-34	20th Street Valley Drive to Tyler Avenue	Bike Lane Length 0.1 miles	2	2019: \$10,000 Phased: \$20,000

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ID	Project	Description	Phase ¹	Cost
A-W-35	22nd Street Grant Avenue to Buchanan Avenue	Bike Lane Length 2.2 miles	1	2019: \$220,000 Phased: \$270,000
A-W-36	23rd Street Ogden FrontRunner Station to Grant Avenue	Buffered Bike Lane Length 0.3 miles	1	2019: \$50,000 Phased: \$70,000
A-W-37	2550 South 4700 West to Pennsylvania Avenue	Bike Lane Length 4.6 miles	3	2019: \$460,000 Phased: \$1,260,000
A-W-38	26th Street Grant Avenue to Washington Boulevard	Bike Lane Length 0.1 miles	1	2019: \$10,000 Phased: \$20,000
A-W-39	Midland Drive Bypass Midland Drive to Pennsylvania Avenue	Bike Lane Length 1.1 miles	1	2019: \$110,000 Phased: \$140,000
A-W-40	29th Street Tyler Avenue to Buchanan Avenue	Bike Lane Length 0.7 miles	2	2019: \$70,000 Phased: \$130,000
A-W-41	West Ogden Rail Trail Connection Weber River Parkway to Denver & Rio Grande Western Rail Trail	Shared Use Path Length 2.5 miles	3	2019: \$2,460,000 Phased: \$6,820,000
A-W-42	30th Street Wall Avenue to Jackson Avenue	Bike Lane Length 1.3 miles	2	2019: \$130,000 Phased: \$250,000
A-W-43	Patterson Street Quincy Avenue to Jackson Avenue	Bike Lane Length 0.1 miles	2	2019: \$10,000 Phased: \$30,000
A-W-44	31st Street Pennsylvania Avenue to Grant Avenue	Buffered Bike Lane Length 1.8 miles	1	2019: \$260,000 Phased: \$330,000
A-W-45	Midland Drive 4800 South to Midland Drive Bypass	Bike Lane Length 3.2 miles	1	2019: \$320,000 Phased: \$400,000
A-W-46	3300 South 5100 West to Midland Drive	Bike Lane Length 3.8 miles	3	2019: \$380,000 Phased: \$1,060,000
A-W-47	32nd Street to Van Buren Avenue Chateau Road to Taylor Avenue	Bike Boulevard Length 0.7 miles	1	2019: \$10,000 Phased: \$20,000
A-W-48	Chateau Road Jackson Avenue to Van Buren Avenue	Bike Boulevard Length 0.2 miles	1	2019: \$2,600 Phased: \$10,000
A-W-49	Hinckley Drive Midland Drive to Pennsylvania Avenue	Buffered Bike Lane Length 1.9 miles	1	2019: \$280,000 Phased: \$350,000
A-W-50	36th Street Stephens Avenue to Edvalson Street	Bike Lane Length 2.3 miles	1	2019: \$230,000 Phased: \$290,000
A-W-51	40th Street / Country Hills Drive Riverdale Road to Skyline Parkway	Bike Lane Length 2.5 miles	1	2019: \$250,000 Phased: \$320,000
A-W-52	Riverdale Road 700 West to 40th Street	Shared Use Path Length 1.2 miles	1	2019: \$1,230,000 Phased: \$1,560,000
A-W-53	4000 South North Legacy Trail to 1900 West	Bike Lane Length 4 miles	1	2019: \$400,000 Phased: \$510,000
A-W-54	4400 South 2675 West to Parker Drive	Bike Lane Length 1.9 miles	1	2019: \$190,000 Phased: \$240,000
A-W-55	Edgewood Drive Burch Creek Drive to Glassman Way	Bike Lane Length 0.8 miles	3	2019: \$80,000 Phased: \$220,000
A-W-56	4800 / 4825 South North Legacy Trail to 2675 West	Bike Lane Length 3 miles	2	2019: \$300,000 Phased: \$570,000
A-W-57	5000 South Ridgeline Drive to South Pointe Drive	Bike Lane Length 0.8 miles	2	2019: \$80,000 Phased: \$150,000
A-W-58	Bluff Trail Rohrer Park to US-89	Shared Use Path Length 4.4 miles	3	2019: \$4,440,000 Phased: \$12,320,000
A-W-59	Spring Street to Ben Lomond Avenue Adams Avenue to Chambers Street	Bike Lane Length 0.4 miles	3	2019: \$40,000 Phased: \$100,000

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ID	Project	Description	Phase ¹	Cost
A-W-60	Ritter Drive Freeway Park Drive to South Weber Drive	Bike Lane Length 0.7 miles	3	2019: \$70,000 Phased: \$190,000
A-W-61	Chambers Street Ben Leonard Drive to 1050 East	Bike Lane Length 0.7 miles	2	2019: \$70,000 Phased: \$120,000
A-W-62	Ridgeline Drive 300 West to 5250 South	Bike Lane Length 0.8 miles	2	2019: \$80,000 Phased: \$160,000
A-W-63	5350 South Ridgeline Drive to Adams Avenue Parkway	Shared Use Path Length 0.2 miles	2	2019: \$200,000 Phased: \$370,000
A-W-64	5500 South / 5600 South North Legacy Trail to 1900 West	Bike Lane Length 4 miles	1	2019: \$400,000 Phased: \$510,000
A-W-65	Chambers Street to 5600 South US-69 to Harrison Boulevard	Bike Lane Length 0.7 miles	3	2019: \$70,000 Phased: \$210,000
A-W-66	Woodland Drive Skyline Parkway to Regency Drive	Bike Lane Length 0.4 miles	3	2019: \$40,000 Phased: \$120,000
A-W-67	Eastwood Boulevard Wasatch Drive to Skyline Drive	Bike Lane Length 0.6 miles	3	2019: \$60,000 Phased: \$150,000
A-W-68	5700 South/5875 South Adams Avenue Parkway to 850 East	Bike Lane Length 0.6 miles	3	2019: \$60,000 Phased: \$170,000
A-W-69	Golf Center Trail Bluff Trail to Adams Avenue Parkway	Shared Use Path Length 0.4 miles	3	2019: \$420,000 Phased: \$1,160,000
A-W-70	Jennifer Drive to Regency Drive Skyline Drive to Woodland Drive	Bike Lane Length 0.7 miles	3	2019: \$70,000 Phased: \$180,000
A-W-71	Bonneville Shoreline Trail 6200 South to 6450 South	Trail Length 1.3 miles	3	2019: \$260,000 Phased: \$730,000
A-W-72	Weber River Parkway Cottonwood Drive to Weber Canyon Bike Path	Shared Use Path Length 4.3 miles	3	2019: \$4,260,000 Phased: \$11,900,000
A-W-73	Union Pacific Railroad Trail Weber River Parkway to Bonneville Shoreline Trail	Shared Use Path Length 1.6 miles	3	2019: \$1,560,000 Phased: \$4,310,000
A-W-74	Weber Canyon Bike Path Weber River Parkway to Morgan County Line	Shared Use Path Length 2.3 miles	3	2019: \$2,270,000 Phased: \$6,290,000
A-W-75	West Weber Corridor Davis County Line to US-69	Shared Use Path Length 18.7 miles	3	2019: \$19,700,000 Phased: \$51,650,000
A-W-76	Hooper Slough Trail Hooper Landing to River Parkway Trail	Shared Use Path Length 6.7 miles	3	2019: \$6,680,000 Phased: \$18,510,000
A-W-77	North Legacy Trail 5100 West to Hooper Canal	Trail Length 3.8 miles	3	2019: \$790,000 Phased: \$2,180,000
A-W-78	5100 West 4000 South to 4600 South	Bike Lane Length 0.8 miles	3	2019: \$80,000 Phased: \$230,000
A-W-79	4700 West 1500 North to 4000 South	Bike Lane Length 6.5 miles	3	2019: \$650,000 Phased: \$1,810,000
A-W-80	4425 West/4400 West 1975 North to 1500 North	Bike Lane Length 0.6 miles	3	2019: \$60,000 Phased: \$170,000
A-W-81	2575 North to 4425 West 4200 West to 1975 North	Shared Use Path Length 1 miles	3	2019: \$1,000,000 Phased: \$2,780,000
A-W-82	3900 West/4200 West 4000 North to 2575 North	Bike Lane Length 2.3 miles	3	2019: \$230,000 Phased: \$630,000
A-W-83	4300 West 4000 South to 5500 South	Bike Lane Length 1.9 miles	3	2019: \$190,000 Phased: \$520,000
A-W-84	4300 West 5500 South to Davis County Line	Bike Lane Length 0.8 miles	3	2019: \$80,000 Phased: \$210,000

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ID	Project	Description	Phase ¹	Cost
A-W-85	Midland Drive Connection 4800 South to Layton Canal	Shared Use Path Length 0.3 miles	3	2019: \$340,000 Phased: \$940,000
A-W-86	3500 West 1200 South to Midland Drive	Bike Lane Length 5.7 miles	2	2019: \$570,000 Phased: \$1,070,000
A-W-87	3500 West 4800 South to Davis County Line	Bike Lane Length 0.6 miles	1	2019: \$60,000 Phased: \$80,000
A-W-88	2800 West to 2575 West 4000 North to Plain City Road	Bike Lane Length 1.9 miles	3	2019: \$190,000 Phased: \$520,000
A-W-89	2900 West 1200 South to 1800 South	Bike Lane Length 0.8 miles	3	2019: \$80,000 Phased: \$210,000
A-W-90	2700 West / 2800 West 200 South to 1200 South	Bike Lane Length 1 miles	3	2019: \$100,000 Phased: \$290,000
A-W-91	2700 West 1800 South to Midland Drive	Bike Lane Length 2.8 miles	3	2019: \$280,000 Phased: \$780,000
A-W-92	Sandridge Drive to 2675 West 4000 South to 4800 South	Bike Lane Length 1.2 miles	2	2019: \$120,000 Phased: \$220,000
A-W-93	River Parkway Trail 1800 South to Hinckley Drive	Shared Use Path Length 3.3 miles	1	2019: \$3,290,000 Phased: \$4,160,000
A-W-94	Golden Spoke Extension Central West Weber Corridor to 1900 West	Shared Use Path Length 4.2 miles	3	2019: \$4,210,000 Phased: \$11,670,000
A-W-95	Denver & Rio Grande Western Rail Trail Midland Drive to Hinckley Drive	Shared Use Path Length 0.7 miles	1	2019: \$670,000 Phased: \$950,000
A-W-96	2000 West/1900 West Hinckley Drive to Main Street	Bike Lane Length 5.8 miles	1	2019: \$580,000 Phased: \$740,000
A-W-97	US-89 Box Elder County Line to Wall Avenue	Bike Lane Length 5.2 miles	2	2019: \$520,000 Phased: \$960,000
A-W-98	Golden Spoke Extension South 1900 West to Weber River	Bike Lane Length 3.5 miles	3	2019: \$350,000 Phased: \$980,000
A-W-99	Rulon White Boulevard 2700 North to Harrisville Road	Bike Lane Length 1.5 miles	2	2019: \$150,000 Phased: \$290,000
A-W-100	1500 West Cozy Dale Drive to Ritter Drive	Bike Lane Length 0.6 miles	2	2019: \$60,000 Phased: \$120,000
A-W-101	Cozy Dale Drive 1500 West to 4400 South	Bike Lane Length 0.5 miles	3	2019: \$50,000 Phased: \$150,000
A-W-102	Airport Road 31st Street to 4400 South	Bike Lane Length 2 miles	3	2019: \$200,000 Phased: \$540,000
A-W-103	Parker Drive 4400 South to Weber River Parkway	Bike Lane Length 1.6 miles	2	2019: \$160,000 Phased: \$300,000
A-W-104	Pennsylvania Avenue to 24th Street 31st Street to Grant Avenue	Bike Lane Length 2.8 miles	2	2019: \$260,000 Phased: \$520,000
A-W-105	1140 West 400 North to 2nd Street	Trail Length 0.6 miles	3	2019: \$130,000 Phased: \$360,000
A-W-106	1100 West Pleasant View Drive to Canal Trail	Bike Lane Length 0.6 miles	2	2019: \$60,000 Phased: \$110,000
A-W-107	South Weber Drive 1050 West to Davis County Line	Bike Lane Length 1.3 miles	3	2019: \$130,000 Phased: \$370,000
A-W-108	1050 West Ritter Drive to River Park Drive	Bike Lane Length 0.5 miles	2	2019: \$50,000 Phased: \$90,000
A-W-109	Union Pacific Railroad Trail 12th Street to 17th Street	Trail Length 0.6 miles	1	2019: \$110,000 Phased: \$140,000
A-W-110	300 West Riverdale Road to Ridgeline Drive	Bike Lane Length 1.8 miles	2	2019: \$180,000 Phased: \$330,000

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ID	Project	Description	Phase ¹	Cost
A-W-111	Walt Avenue Harrisville Road to Riverdale Road	Protected Bike Lane Length 5.4 miles	1	2019: \$5,440,000 Phased: \$6,880,000
A-W-112	Club Heights Park Trail / Palmer Drive 300 West to 40th Street	Bike Lane Length 0.4 miles	3	2019: \$40,000 Phased: \$100,000
A-W-113	Grant Avenue 12th Street to 20th Street	Bike Lane Length 0.9 miles	1	2019: \$90,000 Phased: \$120,000
A-W-114	Grant Avenue 22nd Street to 36th Street	Buffered Bike Lane Length 2 miles	1	2019: \$300,000 Phased: \$380,000
A-W-115	Washington Boulevard Park Boulevard to 22nd Street	Buffered Bike Lane Length 0.5 miles	1	2019: \$70,000 Phased: \$90,000
A-W-116	Lakeview Drive / Washington Boulevard Mountain Road to 2nd Street	Bike Lane Length 5.2 miles	1	2019: \$520,000 Phased: \$660,000
A-W-117	Washington Boulevard 36th Street to Adams Avenue	Buffered Bike Lane Length 1.9 miles	2	2019: \$290,000 Phased: \$540,000
A-W-118	South Pointe Drive 5000 South to 5250 South	Bike Lane Length 0.3 miles	2	2019: \$30,000 Phased: \$60,000
A-W-119	Adams Avenue Spring Street to 5250 South	Bike Lane Length 0.2 miles	2	2019: \$20,000 Phased: \$30,000
A-W-120	Adams Avenue Parkway 5250 South to 5550 South	Shared Use Path Length 0.3 miles	2	2019: \$330,000 Phased: \$610,000
A-W-121	Adams Avenue Parkway 5550 South to Davis County Line	Bike Lane Length 1 miles	2	2019: \$100,000 Phased: \$190,000
A-W-122	Adams Avenue 22nd Street to Burch Creek Drive	Bike Boulevard Length 3.4 miles	1	2019: \$60,000 Phased: \$80,000
A-W-123	Burch Creek Drive to Sunset Drive Edgewood Drive to US-89	Bike Lane Length 0.8 miles	3	2019: \$80,000 Phased: \$220,000
A-W-124	Ogden City Cemetery Park Boulevard to 20th Street	Trail Length 0.4 miles	2	2019: \$70,000 Phased: \$140,000
A-W-125	Madison Avenue 20th Street to 30th Street	Bike Boulevard Length 1.4 miles	1	2019: \$30,000 Phased: \$30,000
A-W-126	850 East US-89 to 5875 South	Bike Lane Length 0.5 miles	2	2019: \$50,000 Phased: \$100,000
A-W-127	Quincy Avenue 30th Street to 36th Street	Bike Boulevard Length 0.9 miles	2	2019: \$20,000 Phased: \$30,000
A-W-128	800 East Mountain Road to 3100 North	Bike Lane Length 0.9 miles	3	2019: \$90,000 Phased: \$240,000
A-W-129	Monroe Boulevard 1100 North to 3100 N	Buffered Bike Lane Length 2.9 miles	2	2019: \$440,000 Phased: \$820,000
A-W-130	Monroe Boulevard 1100 North to Park Boulevard	Buffered Bike Lane Length 3 miles	1	2019: \$460,000 Phased: \$580,000
A-W-131	Jackson Avenue Monroe Boulevard to Eccles Avenue	Bike Boulevard Length 3.1 miles	1	2019: \$50,000 Phased: \$70,000
A-W-132	Eccles Avenue Jackson Avenue to Country Hills Drive	Bike Lane Length 0.3 miles	3	2019: \$30,000 Phased: \$90,000
A-W-133	Hospital Access Trail Country Hills Drive to Glassman Way	Trail Length 0.5 miles	3	2019: \$100,000 Phased: \$260,000
A-W-134	Glasman Way McKay Dee Hospital to US-89	Bike Lane Length 1.2 miles	2	2019: \$120,000 Phased: \$220,000
A-W-135	Mountain Road North Ogden Canyon Road to 900 North	Bike Lane Length 3.3 miles	2	2019: \$330,000 Phased: \$620,000
A-W-136	Harrison Boulevard 900 North to 9th Street	Bike Lane Length 1.8 miles	1	2019: \$180,000 Phased: \$230,000

L-50

ID	Project	Description	Phase ¹	Cost
A-W-137	Harrison Boulevard 900 North to 20th Street	Protected Bike Lane Length 1.3 miles	1	2019: \$1,270,000 Phased: \$1,600,000
A-W-138	Valley Drive 20th Street to Traverse Lane	Bike Lane Length 0.2 miles	2	2019: \$20,000 Phased: \$40,000
A-W-139	Harrison Boulevard 3850 South to 26th Street	Phased Implementation Length 2.4 miles	1	2019: \$240,000 Phased: \$310,000
A-W-140	Harrison Boulevard 36th Street to Combe Road / 5600 South	Protected Bike Lane Length 2.6 miles	1	2019: \$2,610,000 Phased: \$3,300,000
A-W-141	US-89 1050 East to South Weber Dr. / Cornia Dr.	Shared Use Path Length 3.7 miles	1	2019: \$3,680,000 Phased: \$4,650,000
A-W-142	Tyler Avenue 20th Street to 26th Street	Bike Boulevard Length 0.9 miles	2	2019: \$20,000 Phased: \$30,000
A-W-143	Tyler Avenue 32nd Street to 36th Street	Bike Boulevard Length 0.6 miles	2	2019: \$10,000 Phased: \$20,000
A-W-144	Combe Road to Wasatch Drive Harrison Boulevard to 5700 South	Bike Lane Length 0.2 miles	3	2019: \$20,000 Phased: \$50,000
A-W-145	Taylor Avenue 29th Street to 32nd Street	Bike Lane Length 0.4 miles	2	2019: \$40,000 Phased: \$80,000
A-W-146	Bonneville Shoreline Trail North Ogden Canyon Road to North Ogden	Trail Length 1.2 miles	2	2019: \$240,000 Phased: \$460,000
A-W-147	Rainbow Loop Connection Fillmore Avenue to 22nd Street	Trail Length 0.6 miles	3	2019: \$120,000 Phased: \$330,000
A-W-148	Fillmore Avenue 22nd Street to 29th Street	Bike Lane Length 1 miles	3	2019: \$100,000 Phased: \$280,000
A-W-149	Skyline Parkway / Skyline Drive Edvalson Street to US-89	Bike Lane Length 3.7 miles	1	2019: \$370,000 Phased: \$470,000
A-W-150	Bonneville Shoreline Trail 6450 South to Weber River Parkway	Trail Length 0.6 miles	3	2019: \$130,000 Phased: \$370,000
A-W-151	Combe Road Regency Drive to US-89	Bike Lane Length 1.3 miles	3	2019: \$130,000 Phased: \$350,000
A-W-152	4000 North I-15 Crossing 4000 North @ I-15	Overhead	2	2019: \$1,575,000 Phased: \$2,950,000
A-W-153	I-15 Golden Spoke Extension South 1900 West @ I-15	Overhead	3	2019: \$1,960,000 Phased: \$5,430,000
A-W-154	West Haven Trail Crossing Midland Drive @ 3300 South	Overhead	1	2019: \$1,050,000 Phased: \$1,330,000
A-W-155	31st Street Railroad Crossing 31st Street @ Union Pacific Railroad	Overhead	1	2019: \$1,050,000 Phased: \$1,330,000
A-W-156	Roy Denver & Rio Grande (D&RG) Western Rail Trail Crossing D&RG Western Rail Trail @ 4000 South	Underground	1	2019: \$900,000 Phased: \$1,140,000
A-W-157	Roy FrontRunner Crosswalk @ 2675 West	Overhead	2	2019: \$2,100,000 Phased: \$3,930,000
A-W-158	Roy D&RG Western Rail Trail Crossing D&RG Western Rail Trail @ 4800 South	Underground	2	2019: \$900,000 Phased: \$1,690,000
A-W-159	Roy FrontRunner Crosswalk @ 5525 South	Overhead	3	2019: \$700,000 Phased: \$1,940,000
A-W-160	Roy D&RG Western Rail Trail Crossing D&RG Western Rail Trail @ 5600 South	Underground	1	2019: \$660,000 Phased: \$840,000
A-W-161	Rohmer Park Connector Trail Rohmer Park @ Union Pacific Railroad	Overhead	3	2019: \$1,050,000 Phased: \$2,910,000

Footnotes:

1. Phases of the 2019-2050 RTP are Phase 1: 2019-2030, Phase 2: 2031-2040, Phase 3: 2041-2050.

COMMENT #: 13330
DATE: 9/3/21 5:26 PM
SOURCE: Email
NAME: Taylor Luneau (American Alpine Club)

COMMENT:

Hello UDOT Project Team,
Attached are the American Alpine Club's comments regarding transportation alternatives for Little Cottonwood Canyon as outlined in the Draft Environmental Impact Statement. We appreciate your thoughtful review and the opportunity to provide insight on behalf of our community.

Respectfully,
Taylor Luneau

THE AMERICAN ALPINE CLUB



September 03, 2021

Attn: Utah Department of Transportation
Little Cottonwood Canyon EIS % HDR
2825 E. Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121

Submitted via email to: LittleCottonwoodEIS@utah.gov

RE: American Alpine Club comments on Little Cottonwood Canyon Transportation Alternatives Draft Environmental Impact Statement

Dear UDOT Project Team:

The American Alpine Club (AAC) appreciates the opportunity to provide comments on the Utah Department of Transportation's (UDOT) two preferred alternatives to improve transportation in Little Cottonwood Canyon (LCC) identified in the Draft Environmental Impact Statement (DEIS) as 1) the Enhanced Bus Service in Peak-Period Shoulder Lane as the alternative that best improves mobility and, 2) the Gondola Alternative B (base station from La Caille) as the alternative that best improves reliability. LCC is home to important and historic climbing and backcountry skiing resources for our members and the recreation community broadly. We hope that UDOT can identify an alternative that will maintain these important resources for generations to come.

The AAC is concerned that the two alternatives focus too heavily on the needs of the two ski resorts at the top of LCC and forgo the needs of dispersed recreation. Because of this, and other reasons outlined below, the AAC opposes both alternatives. The American Alpine Club supports the position of the SLCA, and hereby incorporates their comment letter by reference into our letter today.¹ Specifically, the AAC supports SLCA's position of encouraging UDOT to consider a new alternative that elevates less impactful options such as expanding bus service, developing a multi-stop shuttle system, instituting tolling for passenger vehicles while taking environmental justice concerns into account, and other traffic mitigation measures including the creation of additional park and ride lots throughout the Salt Lake Valley. The AAC would like to see UDOT implement these less invasive measures before committing to any permanent changes that will forever alter the landscape of LCC. In the event these less invasive options prove to be ineffective at managing traffic, we encourage future environmental analysis to properly account for the

¹ See: <https://www.saltlakeclimbers.org/lcc-udot-eis>

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needs of dispersed recreation, such as rock climbing and backcountry skiing, throughout the canyon.

The American Alpine Club

The American Alpine Club ("AAC") is a 501(c)(3) non-profit organization based in Golden, Colorado, with over 25,000 members nationally. Founded in 1902 to support the research and exploration of mountainous regions, the AAC remains committed to supporting the climbing and human-powered outdoor recreation communities over a century later. Grounded in community and place, the AAC's mission is to share and support our passion for climbing and respect for the places we climb. Through education, community gatherings, stewardship, policy, advocacy, and scientific research, the AAC strives to build a united community of competent climbers and healthy climbing landscapes. Volunteers are the backbone and lifeblood of the AAC. Across the nation, the AAC engages hundreds of volunteers in policy, advocacy, and education through the organization of 25 sections and 56 chapters. Our comments today are informed by leaders of the Salt Lake Chapter of the AAC and our partners at the Salt Lake Climbers Alliance (SLCA).

Comments:

The UDOT transportation alternatives will have negative and permanent impacts on climbing resources in Little Cottonwood Canyon

Enhanced Bus Peak Period Shoulder Lane (PPSL) Alternative

The AAC does not support the enhanced bus peak period shoulder lane alternative. By adding an additional lane to the roadway, the SLCA predicts that 29 climbing boulders and over 130 individual bouldering routes will be directly impacted by either being "removed, destroyed, or buried by fill." Moreover, the proposed additional lane, which would host a shuttle service dedicated to transporting skiers to Alta and Snowbird ski resorts, is not a traditional multi-stop bus service and only serves the needs of those traveling to the ski resorts in LCC. While this may alleviate traffic issues for those travelling to the resorts, the cost of restricted access to rock climbing areas, the loss of bouldering resources, and the reduction in parking options for backcountry travelers far outweighs the benefits of this option. Importantly, because UDOT failed to consider a reasonable range of alternatives due to the narrowly crafted purpose and need, we believe that other less impactful alternatives exist.

We believe that enhancing the bussing opportunities in LCC is critical, but does not require an additional lane. A less impactful option on the natural resources of LCC,

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would be the addition of new bus lines and a toll component for cars entering the canyon during peak hours. A shuttle system that hosts both, express service directly to the resorts and service to dispersed recreation areas, would accomplish the project purpose of reliability, mobility and safety of travelers on S.R. 210, without sacrificing important recreation resources for the climbing and backcountry skiing communities. This would also potentially eliminate the need for an additional travel lane, saving taxpayers millions. At the steep cost of \$510 million, such an expensive alternative should serve the interests of all taxpayers who contribute to its development, not just those that enjoy skiing at the resorts in LCC. Finally, we support the SLCA's position that tolling or other traffic mitigation measures that come at a cost, are only appropriate when those plans "reflect thorough and nuanced consideration of their environmental justice impacts for those community members who face the greatest difficulties accessing outdoor recreation."²

Gondola Alternative B (base station from La Caille)

The AAC also does not support the installation of the Gondola due to the unacceptable impacts to climbing resources and the detrimental effects on the overall human-powered outdoor recreation experience in LCC. SLCA predicts that the development of the gondola will destroy at least 35 climbing boulders and over 140 individual bouldering routes. Due to the intended express service of the gondola, it would also only serve the needs of recreationists travelling to the ski resorts. The AAC feels that UDOT failed to consider a reasonable range of alternatives due to the project's narrow purpose and need and therefore arrived at an alternative that does not suit the needs of all users in LCC. Costing over a half a billion dollars, the transportation alternative should serve all taxpayers, not just those that enjoy skiing at the resorts in LCC.

The gondola would also create unacceptable visual and auditory impacts for those enjoying the dispersed recreational opportunities in LCC. Due to the nature and size of this proposal, the AAC would recommend that UDOT more adequately analyze the aesthetic impacts of the gondola on the visual experience of LCC. Save Our Canyons, a local advocacy group reviewed impacts to the viewshed caused by the Gondola noting their immenseness and potential conflicts with local and regional plans.³ Moreover, the DEIS is unclear as to how access to climbing areas will be impacted due to the corridor created by easements granted for the gondola's development. We respectfully request clarity on this subject and assurance that access to climbing resource will not be impeded.

² See: <https://www.saltlakeclimbers.org/news/2021/9/1/udots-little-cottonwood-proposals-disproportionately-burden-lower-income-residents>

³ See: https://saveourcanyons.org/images/pdfs-doc/SOC_UDOT_DEIS_Comments_20210903.pdf

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The UDOT Transportation alternatives will impact parking and access for dispersed recreation:

The American Alpine Club also opposes UDOT's proposed trailhead parking and access "improvements" near popular climbing areas, such as the Gate Butress. Our partners at the SLCA and Access Fund, have invested significant time and resources developing a 5 mile trail from the Gate Butress parking area to reduce roadside parking issues. However, the improvements as proposed by UDOT for the Gate Butress parking lot would severely limit parking, while also threatening roadside climbing resources and access trails.

The Gate Butress, Grit Mill, and Lower Little Cottonwood Park and Ride parking lots are used year-round by climbers to access climbing resources off of the Alpenbock loop, the Grit Mill connector trail, the 5 mile trail and the Gate Butress trail, to name a few. The DEIS analysis must fully consider dispersed recreation sites and public transit needs associated with them. With the rapid growth of participation in climbing, especially in light of increased visitation to the outdoors due to the COVID-19 pandemic, must properly be accounted for in the DEIS alternatives.

We encourage UDOT to work with our partners at SLCA to appropriately analyze the transportation needs of the climbing community in the canyon by measuring visitation trends throughout the year. The DEIS identifies that visitation to LCC is estimated to increase from 2.3million/year in 2013 to an estimated 3.1 million by 2050 however additional clarity could be gained by ground truthing these numbers with SLCA. UDOT would benefit as well from working with Wasatch Backcountry Alliance to include visitation patterns for backcountry skiers in LCC to fully understand the transportation needs of climbers and backcountry skiers. The express service to Alta and Snowbird ski resorts offered by both of the alternatives will not increase mobility, reliability or safety for either of these user groups, which account for a large proportion of the annual visitors to LCC, thereby not meeting the project purpose and need.

Currently, parking restrictions function as a natural capacity limit on visitation to the canyon and the resorts of LCC. Increasing visitation to these outdoor spaces, while generally a good thing, can result in environmental degradation, impacts to wildlife and the eroding away of wilderness characteristics as capacity limits are exceeded. Local and Federal land managers, such as the USDA Forest Service (USFS), will later need to shoulder the increased burden of stewarding these already heavily used landscapes. Support for these alternatives on behalf of the USFS fails to account for the agency's obligations under the National Environmental Policy Act by making decisions based on an outdated forest plan that is over 20 years old.

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* * *

The American Alpine Club appreciates this opportunity to comment on the DEIS and to share our community's concerns regarding the two proposed alternatives. We strongly encourage UDOT and the USFS to conduct additional analysis on the impacts to recreation along S.R. 210 in order to satisfy their obligations under NEPA and ensure the preservation of the many important resources found in LCC. AAC supports an alternative based on enhanced bus service combined with additional traffic mitigation strategies such as tolling, enforcement of existing traction laws and other measures as identified above. Additionally, the AAC supports the development of snow sheds along S.R. 210, which are an effective way of mitigating avalanche-caused traffic incidents.

Finally, the AAC strongly encourages UDOT to identify an alternative that supports all users, year-round, not just those traveling to the ski resorts. As UDOT reconsiders their plan, they must adequately consider issues of environmental justice, such as how their transportation alternative contributes to the marginalization of vulnerable populations along the Wasatch Front. A nuanced approach to address the traffic issues of LCC must be applied and should consider how best to facilitate disadvantaged populations access to the backcountry terrain of LCC, adequately account for and adjust the financial barriers to access LCC, and ensure that all types of recreation are considered in the new alternative.

Sincerely,

A handwritten signature in cursive script, reading "Taylor Luneau".

Taylor Luneau
American Alpine Club Policy Manager

Cc:

Mitsu Iwasaki, American Alpine Club, Chief Executive Officer
Julia Geisler, Salt Lake Climbers Alliance, Executive Director
Amelia Howe, American Alpine Club, Policy Associate

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COMMENT #: 13331
DATE: 9/3/21 6:10 PM
SOURCE: Website
NAME: Kathleen Riebe

COMMENT:

No Gondola and no train

LCC is an amazing ecosystem that brings people from all over the world to marvel. It is not just a gateway to skiing. It is a hiking, birding, climbing, and sightseeing destination. The alternatives presented do nothing to meet the needs of the community adjacent to Little Cottonwood Canyon. Traffic should not be brought to the Wasatch corridor. A passenger that uses public transportation while skiing will be reluctant to move their gear more than once. Any alternative should promote year around solutions. The summer months are becoming as active as the winter and should also access multiple locations up and down the canyon. A main concern of the population who uses the canyon is the lack of parking and places to safely enjoy the scenery. I do not believe a billion dollars to deliver skiers is a ski area is appropriate and was not the intent of this appropriation. Ski areas sell an unlimited number of tickets to the ski area. They have changed their policies to include more options to buy a ticket regardless of the parking issues and traffic on the road until this year when they have instituted reservations and paying for parking. Limiting parking by a reservation system, paid parking and tolls on the road would increase carpooling and snow sheds would keep the roads open and decrease the number of cars and buses that slide off the road. Traction laws with a hefty fine would also keep traffic moving. The gondola is a skier fix to the detriment of all other activities. The neighboring cities do not support the gondola.

COMMENT #: 13332
DATE: 9/3/21 7:28 PM
SOURCE: Email
NAME: Kara Trevino (Salt Lake County Council)

COMMENT:

Dear UDOT Project Team:

Please accept the attached letter signed by Council Members David Alvord and Aimee Winder Newton regarding the Little Cottonwood Canyon Environmental Impact Statement (EIS) Preferred Alternatives S.R. 210-Wasatch Boulevard to Alta. Thank you for providing County Council Members the opportunity to offer their thoughts regarding transportation solutions in Little Cottonwood Canyon. Please let me know if you have any questions related to this letter.

Sincerely,

Kara Trevino, Legislative Director
Salt Lake County Council



September 3, 2021

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121
cc: littlecottonwoodeis@utah.gov

Dear UDOT Little Cottonwood Canyon EIS team,

On behalf of the undersigned, duly elected members of the Salt Lake County Council we appreciate the opportunity to weigh in on the Little Cottonwood Canyon EIS process. We want to note that the elected members of Salt Lake County are split on this issue.

First and foremost, ***we hold the opinion that the only untenable choice is to do nothing.*** The issue of better transportation solutions for Little Cottonwood Canyon has been discussed formally for over 30 years and informally before most of us were born. Kicking the can down the road has only left fewer and more expensive options. If we cannot step forward today with action, the next set of choices will include mitigating damage and crisis already in progress.

We believe the solution that balances safety and access is the gondola.

The best investment of taxpayer money, based on resiliency and reliability of system, cost of replacement, revenue offsets and public/private partnerships is the gondola.

As elected officials, we have been able to review in-depth information and taken input from many sources. The following includes more details about our recommendation of gondola.

Safety

Not only does a gondola fulfill the EIS goals of improving reliability and mobility, it is the only option that meets the safety objective.

A gondola provides critical secondary access by opening another transportation artery into and out of the canyon. We have seen the need for this just in the last few years when avalanches or mudslides shut down the road for extended periods of time, trapping people at the top of the canyon. Over a 3-day period in February 2021, more than 2,000 people were trapped with 6 days between food deliveries. We know of medical emergencies during that time that required heroic efforts to move the patients into proper care. We also know of parents left stranded in

the canyon with children at home alone for days. As weather events become more volatile, we should plan for those emergencies for the safety of canyon residents and visitors alike.

An expanded road will absorb the oversized asphalt bike lane/shoulder that exists now to become a designated bus lane in winter. While that lane has been identified as a bike lane for summer users, we have concerns it won't operate that way in practice. Without a passing lane, drivers will use the bus/bike lane to speed around slower cars in the canyon, creating a real safety hazard for cyclists and pedestrians.

Reliability

The three-cable gondola system has a proven reliability track record internationally, particularly when compared to any surface transportation option. Gondola cabins do not get stuck in snow, slide off the road, or crash into other vehicles, which cannot be said about personal vehicles and buses. The gondola can withstand sustained winds of 60 miles per hour and can run regardless of weather and road conditions. The proposed enhanced bus system only functions in dry weather conditions and low traffic situations. Any circumstance that changes from those ideal road conditions brings the system to a halt, as we have witnessed over the last decade.

Mobility

A gondola has the ability to meet the actual needs of our community by serving 85% of the people traveling in the canyon. The biggest issue our residents are dealing with is the congestion on the routes leading to and up the canyon, which a bus system cannot alleviate. When the canyon is closed, a line of traffic builds whether you are in a personal vehicle or a bus. Only an aerial transportation route will be able to run in that circumstance, with a consistent travel time and the ability to add more cabins to accommodate the buildup of people. Just as the gondola has the ability to scale up to meet demand, the gondola can also be used to control crowds in real-time.

UTA has said publicly that the maximum capacity of an enhanced bus service would only ever be 1,050 people per hour. We know that the need is greater than that, although the EIS did not state a larger capacity for this study. With a bus arriving every five minutes and alternating its resort destination, the travel time seems to be adequate at 36 minutes. However, that doesn't account for any obstruction or weather-related delay, which must be considered. It also doesn't account for the time it takes for buses to get through resort parking lots (which UTA has said can be up to 40 minutes), or if the bus drop-off at the resort was moved to the road, which would require a significant walk (up to 15 minutes) to the resort base, ski lifts, or publicly available hiking trails.

When considering the gondola, it is important to time the travel from the base station, which is 37 minutes to Alta. With 1,800 parking stalls at the gondola base station, it meets the UDOT

purpose and need requirements for parking, eliminating the need for the additional mobility hubs.

Protecting our mountains

In order to protect the mountains and canyons we enjoy, we must minimize the initial human impact that comes with using them. We support transportation planning that distributes visitors to already improved areas as hubs to more dispersed canyon recreation, as those improved areas are equipped with facilities to handle people.

Air quality is a county-wide issue that can only be addressed with the gondola. According to Doppelmayr, diesel buses produce five times more CO₂ than a gondola system over a 30-year period. The steep geography and traction issues of the canyon require specialized buses that cannot run on electricity or alternative fuel, *so electric ski buses are not an option*. Even when the technology is developed to replace diesel buses with a cleaner solution, the market will demand that technology replace bus fleets on the valley floor long before the niche market of ski bus fleets. *The gondola provides a near-zero emissions option that can be implemented immediately.*

Protecting the watershed is also a huge priority that is critical to Salt Lake County, as Little Cottonwood Canyon and Little Cottonwood Creek are primary water sources for 450,000 residents of our population. A transportation solution that includes more vehicles in the form of diesel buses and more surface roads threatens that watershed.

A gondola does not require road widening, which will permanently scar the entire length of the canyon with land excavation, retaining walls, and more asphalt and concrete. The lasting impact on the visuals, as well as the damage to 85 acres of wildlife habitat and riparian areas would irreversibly alter the canyon forever.

As part of a gondola system being implemented, Snowbird has committed to contributing to long-term protection of the canyon by placing 1,100 acres of its privately held land in a conservation easement. This is a huge opportunity for the community, watershed, and ecosystem of the canyon.

Conclusion

We have heard from our community members and have seen the excitement surrounding a gondola in Little Cottonwood Canyon. Several city mayors and council members within Salt Lake County are behind this proposal and ready to see action, and we are joining that call.

Gondola is the option that lets us control and plan for growth, improve our environment and allow access for us and the next generation, to the very hills that make this place special. We strongly support the gondola alternative.

Sincerely,

A handwritten signature in blue ink, appearing to read "David Alvord".

David Alvord
Council District 2

A handwritten signature in blue ink, appearing to read "Aimee Winder-Newton".

Aimee Winder-Newton
Council District 3

COMMENT #: 13333
DATE: 9/3/21 8:32 PM
SOURCE: Email
NAME: Chris McCandless

COMMENT:

Josh,

I thought I would send you this email for two purposes, let you know my final thoughts on the DEIS (my guess is you really dont want to read yet another email) and please submit the attached comments to the DEIS comments due by midnight this evening.

You know I really do appreciate you and the UDOT team's hard work!

Chris McCandless, President
CW MANAGEMENT CORPORATION



September 3, 2021

Dear Josh, Vince, and the entire UDOT EIS Team,

These are my final thoughts and comments on the Gondola versus Bus option for LCC as part of the public comment period. First, thank you for always being available to answer questions and take into consideration the thoughts and suggestions.

To keep it simple, there is a lot of public and political rhetoric being “advertised” to the public to persuade them into approving of one of the two options or another. A lot of these comments are based upon fiction, half-truths, and emotion. I am hoping that the facts of both alternatives will rise to the top below are some of my concluding reasons that I am endorsing the Gondola over the bus:

1. **The Gondola solves the objectives of the Purpose and Need.** The Gondola solves all the problems of the safety, mobility, and reliability. The most important of which is safety. By using the aerial option, people will be safer riding in controlled cabins instead of on a highway classified as the most dangerous of its type in North America. Intentionally putting people in harm’s way when there is a safer option is a bad decision. The gondola also gives the canyon an emergency access that simply cannot be understated, and it seems that fact is being swept under the rug by the bus proponents, as if by their omission the safety factor is dismissed. Unlike the bus and widened road, nobody will die or be injured while riding in the Gondola. We cannot say the same for the bus.
2. **Watershed Protection.** With the implementation of the gondola, Snowbird will provide increased watershed protection for over a thousand privately held acres; this positively and directly affects the canyon’s health. This is the same land that was slated for exchange to the forest service as part of the NCRA that failed a couple years ago. Now,

the public gets this land protected through a conservation easement for free! The gondola also eliminates the need for ALL diesel buses and has the flexibility to rid the canyon of up to 1400 cars per hour in the canyon. The decreased vehicle numbers in the canyon have a resounding positive impact on the watershed.

3. **Saving the Canyon.** With the gondola, there is no need to widen the road thereby saving dozens of acres slated for demolition, which would have a direct negative impact on the environment and the watershed. There are a lot of people who want to put a spin on this and say, let's not widen the road, but with the slated five-minute interval bus option, without a widened road it is mathematically impossible to work (as stated by the testimony of UTA officials). This is especially the case on the many of days when the road is compromised due to traffic congestion, bad weather, accidents, avalanche closures and the like. The reality is that the gondola will provide protection for more of the canyon's environmental air quality and health than the bus and widened road option. And the gondola will provide the solution for ALL the on-going and growing traffic.
4. **Gondola has lower Operating Costs.** UDOT must take into consideration when making their final decision, Snowbird's commitment as mentioned in numerous public and private meetings to provide an annual contribution through paying the fares for their season pass holders and employees gondola fares. With that contribution taken into consideration, there is a \$5 million dollar lower-yearly difference in the operating costs for the gondola versus the vastly subsidized bus (85% of costs) option that will be paid by ALL Utah residents versus the gondola's canyon recreationalists.
5. **Flexibility.** Without a large capital increase, the gondola can modify the stated Purpose and Need limit of passengers from 1050 to 3400 PPH. This could subsequently decrease personal vehicle use in the canyon by up to 1400 vehicles per hour! By comparison, the bus option has no extended benefits; they are limited at the 1050 passenger capacity and only in good weather. There has been a lot of rhetoric posted by Save our Canyons,

the Climbers Alliance, Back Country Alliance and a couple of people who reside at the mouth of the canyon who state that the bus will stop at three other locations in addition to the Snowbird and Alta stops. As you know, both the gondola and the bus option are planned to stop at Snowbird and Alta only. Because of this false perception being spread, I would ask all of those comments that refer to multiple stops “as a fact” be discounted if not eliminated from consideration. UDOT must use factual and not made-up details in the ROD.

With the gondola’s ability to easily increase passengers and decrease use of personal vehicles, beyond the Purpose and Need, this significant benefit should not be ignored and weighed into the final decision as an additional benefit of the gondola.

6. **Bus Limitations.** The travel times as represented in the DEIS materials is a bit skewed because of the congestion that is a known factor and will occur slowing down the bus timing. Another missing factor is gondola passengers will have mountain side drop-offs with immediate access to skiing without walking delays. The bus option will drop passengers off on the road, and they will have to walk to the ski lifts taking up to an extra 15 minutes both arriving and departing. Simply stated, the bus takes more time than advertised, is less inconvenient and when the weather is bad, an accident happens or the canyon is closed, the 5-minute interval bus system simply fails.
7. **Sandy Mobility Hub Deficiencies.** Because 9400 South (Highway 209) has no dedicated bus lanes, the buses slated to transport passengers up the canyon will have to wait in the same road lanes as all the other vehicles. This extra time is often staggering especially when the canyon is closed. The unintended consequence will be that more people will frequent the BCC Mobility Hub changing the 40/60% split to a projected change of a 20/80% split. The probable impact of this is that the southern traffic will drive through Cottonwood Heights along Wasatch Boulevard to get to the BCC Mobility Hub. To resolve this deficiency, the 9400 South Road would also need to be widened to

provide the dedicated bus lanes, a cost equivalent to the Wasatch Boulevard costs that is estimated at \$61 million and should be factored into the EIS.

8. **Visitor capacity.** If, in the future, it's decided to rid or decrease the canyon of personal vehicles, the Gondola system can accommodate that future choice - buses cannot. Furthermore, the most efficient way to control or limit the number of people in the canyon is the gondola. To control the human traffic, simply stop loading passengers and close the canyon at the toll station.

9. **Air quality improvement.** The gondola will improve our canyon air quality by as much as 56% over the diesel bus system. The opposition states that someday in future there may be an electric canyon bus. There are no magic electric buses with the battery power and life that can handle the grade and winter temperatures. Secondly, the substantial cost increase for these buses, if considered, will need to be factored into the DEIS equation.

10. **Conservation.** With the Gondola, Snowbird will donate a conservation easement to hundreds and hundreds of acres that they privately own and eliminate any development on Superior, Cardiff, Toledo Bowl, Cardiac Ridge, and others. This has an environmental impact on the canyon because of the gondola; this detail cannot be ignored in the DEIS and needs to be factored into the analysis.

Thank you again for all the hard work and please take these thoughts into consideration. We have also attached a sheet with some rebuttal points as it relates to the recent mass email/flyer distributed to cause some public clamor on the topic. My thoughts to these SOC and other thoughts are in red/italics.

Sincerely,

CW MANAGEMENT CORPORATION

Chris McCandless, President

Listed below is the Save our Canyons (and others) suggested bulk-mail arguments for a bus system approach. In red are my thoughts on their script:

1. UDOT's goal of 30% reduction in private vehicles could be accomplished without major construction but requires higher vehicle occupancy during peak hours, weekends, and holidays. By requiring 4 or more people in cars that enter these canyons, you could remove 50% of the current vehicles in the canyon, 20% more than UDOT's \$500 million+ solution in search of a problem.

This is a lofty goal and one that is not reasonable; it will prove ineffective due to the nature and restrictions placed on people entering into and out of the canyon. One example is what about the people who live and work in the canyon every day. Not all people are able to coordinate their drive times to match that of three other people.

2. A flexible YEAR-ROUND bus system that gets people out of their cars, nearer their origins (homes, hotels, work, etc.), aided by canyon centers across the valley where you can park your car, visit outdoor shops, get food and drink, even have affordable housing.

This system (although not presently year-round) already exists. The UTA 953 and 994 routes travel from Midvale and Sandy and have done so for quite some time. They have stops at existing mobility hubs, shops, and entertainment centers along the entire UTA route system. One could arrive at the airport and get to the resorts without renting a car today. Why spend this much more money on additional bus resources for a system that simply has not worked and presently in place? Today, the UTA bus routes mentioned have winter ridership with only 20% of the riders' paying fares. Everyone else rides for "free" (season pass holders and employees). The costs are subsidized by the resorts, yet somehow, making this concept renewed by spending untold millions for what we already have is not going to change riders desire to use mass transit. Also, the travel time estimates and the same argument they make for the gondola needing more transfers will be considerably longer than what canyon recreationalists will consider equitable. They all want to park as close to the canyon as possible and then, mass transit works for either the bus or the gondola.

3. Increase enforcement of the UDOT Cottonwood Canyon sticker program to ensure vehicles are compliant with snow tire and chain requirements under the Traction Law, making the traction

inspection part of vehicle inspections. Some weather events (or known busy days) may warrant banning private automobiles in the canyons.

More enforcement is a good idea. However, this causes a surface transportation delay and should be factored into the travel times for both bus and cars. The backups in the future as our population increases to double its present size will cause sustained clogging of neighborhood roads. Lastly, why would we spend the same amount of money (bus and widened road) for a system that requires us to diminish the canyon experience including "closing the roads to private vehicles – it's the buses that cause the delays more than the cars."

4. Innovate and implement an occupancy-based toll to increase vehicular occupancy from current 1.7 people per vehicle to 4.

Although an occupancy-based toll is a great idea, some folks just need to drive up the canyon alone. Do we deprive them of this right or simply adjust the toll to increase the costs for single occupant vehicles or perhaps that is the idea? It's just not clear in their stated content?

5. Big Cottonwood Canyon users parking at "LCC mobility hubs" - If people going into Big Cottonwood Canyon make use of the LCC mobility hubs, demand and crowding will increase, but this hasn't been included in UDOT's scope.

Although I don't feel the statement above is valid question to solve the BCC and LCC conflicts, UDOT could allocate all the needs for the LCC canyon parking at the LaCaille Base Station by increasing the stalls at this mobility hub to 2500. Then UDOT could eliminate the Sandy mobility hub expansion/parking structure and only use the BCC mobility hub for Big Cottonwood Canyon users. This splits the traffic so passengers only go to the mobility hub they need and decreases conflicts.

6. Year-round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminus areas at Alta Ski Resort and Snowbird Resort.

This is the big omission being stated as a fact by these groups that only the bus stops at other dispersed recreation stops. The truth is that UDOT's options specify stops at only Snowbird and Alta for BOTH the Gondola and the bus option. There are no dispersed recreation stops planned in LCC according to the DEIS. The SOC and other groups could promote (as a comment) that they want some additional stops but are instead making it sound like only the Gondola stops at Snowbird and Alta. If the additional stops are added

as an option for the bus, it should be noted that by adding the most frequent mentioned (3) new stops, they add travel time for the bus option. Estimating a 5-minute delay/time for each new stop equates to an extra 15 minutes to the trip with a total of 30 minutes on a round trip.

COMMENT #: 13334
DATE: 9/3/21 8:52 PM
SOURCE: Website
NAME: Roger Borgenicht

COMMENT:

Comments on Little Cottonwood EIS from Utahns for Better Transportation (UBET)
From: Roger Borgenicht and Ann Floor, Co-Chairs UBET

Utahns for Better Transportation says it's time to get our priorities straight. Protecting our watershed and the natural landscape of Little Cottonwood Canyon - for all of us - should be our top priority. Reducing automobile traffic in this fragile canyon is the goal.

UBET strongly supports the bus option but with a caveat: during the ski season on high demand days the road would be bus-only from 8-10am, up canyon and 2-4pm down canyon. We don't need to build an additional new lane for that. Focusing enhanced bus service on peak travel times directly addresses the reason for the LCC EIS, the traffic congestion on those high demand days: weekends, powder days, events, etc.

The LCC EIS should recommend an enhanced bus alternative that does not include an additional roadway lane and implements a Pilot Project that starts with two bus/shared ride hubs providing year round, seasonally adjusted bus service to Snowbird, Alta and canyon trailheads. These mobility hubs should be first-class in design and operation. Digital real-time information on bus departure and arrival times on info signs and smart phones, efficient shared ride parking and bus loading layout, with heated bus shelters, lattes and hot chocolate, etc should be incorporated.

The buses used for the Pilot Project should also be first-class in creature comforts. The canyon buses should have high traction features, WIFI/USB ports, comfortable seats, big windows, large doors, convenient gear storage and be electric when feasible.

UBET opposes the gondola on grounds that it serves only two locations (the ski resorts) and is an unacceptable visual attack on the wonder and wilderness character of Little Cottonwood. It also is inflexible as a transportation mode to serve multi-users and seasonally changing destinations.

COMMENT #: 13335
DATE: 9/3/21 11:00 PM
SOURCE: Email
NAME: Randy Doyle

COMMENT:

Please see the attached DEIS comment.

 Brighton <small>UTAH</small> 8302 S. Brighton Loop Road Brighton, Utah 84121 (801) 532-4731 Fax (435) 649-1787 www.brightonresort.com	<p>Little Cottonwood Canyon EIS c/o HDR 2825 E Cottonwood Parkway, Suite 200 Cottonwood Heights, UT 84121 DOT</p> <p>Re: UDOT Little Cottonwood EIS Draft Comment</p> <p>To whom it may concern,</p> <p>Please consider below, our comments regarding the Draft EIS for Little Cottonwood Canyon. After considering all the alternatives, we feel that the Gondola B alternative best meets the transportation goals and needs in Little Cottonwood Canyon.</p> <p>We believe:</p> <ol style="list-style-type: none">1. The environmental impacts of the Gondola are far less than any of the other alternatives.2. The capacity of the Gondola can be regulated as necessary to meet demand. We believe the initial capacity is too low and should be higher.3. Avalanche paths can be avoided without the tremendous amount of disturbance that would be needed to build the required snow sheds.4. The footprint of the Gondola towers is relatively small and would have little environmental impact when compared to the other alternatives.5. The Gondola could run during the summer months at lower capacities and potentially generate positive revenue to offset cost.6. The La Caille base station should be tied to a valley wide transit system rather than just the Wasatch gravel lot.7. Any tolling options should be developed to be equitable and generate revenue, rather than being revenue neutral and only acting as a disincentive.8. Tolling in Little should necessitate tolling in Big.9. Immediate improvements and enhancements to the bus system should be developed during the interim before a final alternative can be implemented.10. Service to dispersed recreation sites should be maintained with a bus or shuttle service.11. A transportation plan that would reduce the number of vehicles in the canyon would need to be developed. <p>Thank you for the opportunity to comment and for all the time and effort that has gone into this EIS process.</p> <p>Sincerely,  Randy Doyle President/General Manager Brighton Resort</p>
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COMMENT #: 13336
DATE: 8/4/21 3:20 PM
SOURCE: Email
NAME: Courtney Hoover (National Park Service)

COMMENT:

Hello, please see the attachment for comments on the Little Cottonwood Canyon Project.

If you have any questions for National Park Service, or U.S. Geological Survey, please contact the POCs listed in the letter. If you have any questions for DOI, please let me know.

Thank you,

-Courtney



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

ER21/0248

August 3, 2021

Josh Van Jura
Utah Dept. of Transportation
[REDACTED]

Subject: Comments on Draft Environmental Impact Statement, Little Cottonwood Canyon Wasatch Boulevard to Alta, Salt Lake City, Utah

Dear Mr. Van Jura,

The U.S. Department of the Interior (Department), has reviewed the Utah Department of Transportation Draft Environmental Impact statement (DEIS) and Section 4(f) for the transportation improvement project in Little Cottonwood Canyon in Utah. Utah Department of Transportation is considering these three main alternatives for the improvement project: enhanced Bus Service with No Widening of S.R. 210 in Little Cottonwood Canyon, enhanced Bus Service in Peak-period Shoulder Lanes on S.R. 210 in Little Cottonwood Canyon, and use of a gondola.

National Park Service (NPS) 4(f) and 6(f) comments

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 U.S. Department of Agriculture (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.

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 NPS 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

U.S. Geological Survey (USGS) Comments

USGS' comments are intended to inform readers of documentation for a water-quality model cited within the DEIS. Chapter 12 (water resources) of the DEIS mentions a USGS water-quality model, done in cooperation with the Federal Highway Administration, called the Stochastic Empirical Loading and Dilution Model (SELDL), but does not provide the appropriate citation for the model. The model is referred to in this chapter of the DEIS as the "USGS Model." The following sentence from pages 12-15 of Chapter 12 indicates the model reference provided in the DEIS:

"UDOT used a water quality model (the Stochastic Empirical Loading and Dilution Model or the USGS Model), which was developed by the U.S., Geological Survey (USGS) in cooperation with the Federal highway Administration, to estimate the water quality effects of the project alternatives on Little cottonwood Creek."

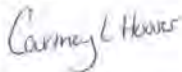
The suggested citation to this USGS model is the following:

Granati, G.E., 2021, Stochastic Empirical Loading and Dilution Model (SELDL) software archive: U.S. Geological Survey software release, <https://doi.org/10.5066/P9PYG7T5>.

The USGS hopes you consider making this improvement in the final environmental impact statement. For questions about this comment, please contact William Guertal, Deputy Associate director, Water Mission Area, USGS, at [REDACTED].

If you have any questions for the Department, please contact me at [REDACTED] or [REDACTED].

Sincerely,



Courtney Hoover
Regional Environmental Officer
Office of Environmental Policy and Compliance

COMMENT #: 13337
DATE: 8/18/21 7:29 AM
SOURCE: Email
NAME: Lance Kovel

COMMENT:

Josh,

Please see the attached letter from the Acting Forest Supervisor, Chad Hudson, indicating that the Forest Service has no additional comments on the LCC DEIS at this time.

Please do not hesitate to contact me with any questions.



United States
Department of
Agriculture

Forest
Service

Uinta-Wasatch-Cache National Forest
Supervisor's Office

857 West South Jordan Parkway
South Jordan, UT 84095
801-999-2103
Fax: 801-253-8118

File Code: 1950; 2330
Date: August 12, 2021

Mr. Josh Van Jura
Little Cottonwood Canyon EIS Project Manager
Utah Department of Transportation
PO Box 141245
Salt Lake City, UT 84114-1245

Dear Josh,

As you are aware, the USDA Forest Service has worked closely with UDOT as a cooperating agency during the development of the Little Cottonwood Canyon Environmental Impact Statement, specifically as it pertains to National Forest System lands and resources in the canyon. The Forest Service had an interdisciplinary team of specialists perform a technical peer review of the Draft Environmental Impact Statement, and it appears that UDOT has adequately addressed the Forest Service comments in the released draft document. Therefore, the Forest Service has no additional comments at this time.

The Forest Service is looking forward to reviewing the formal public comments on the Draft Environmental Impact Statement to better inform potential future Forest Service decisions. We appreciate the opportunity to participate as a cooperating agency on this project and look forward to our continued partnership managing transportation on National Forest System lands in Utah.

Please continue to coordinate with our UDOT Liaison, Mr. Lance Kovel, on this project.

Sincerely,

**CHAD
HUDSON**

CHAD HUDSON
Deputy Forest Supervisor

Digitally signed by
CHAD HUDSON
Date: 2021.08.12
13:30:24 -06'00'



Caring for the Land and Serving People

Printed on Recycled Paper



COMMENT #: 13338
DATE: 8/30/21 6:39 PM
SOURCE: Email
NAME: Michael DeVries

COMMENT:

Please see the attached comments from the Metropolitan Water District of Salt Lake & Sandy regarding the LCC Draft EIS.

Please contact me with any questions.

Thanks,

Michael J. DeVries
General Manager
Metropolitan Water District of Salt Lake & Sandy

Metropolitan Water District of Salt Lake & Sandy

3430 East Danish Road, Cottonwood Heights, UT 84093
Phone: 801-942-1391 Fax: 801-942-3674
www.mwdsls.org



August 30, 2021

Little Cottonwood Canyon EIS c/o HDR
2825 E. Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121-7077
littlecottonwoodeis@utah.gov

Subject: Comments for the Little Cottonwood Canyon Draft EIS

To Whom It May Concern,

This letter transmits comments from Metropolitan Water District of Salt Lake & Sandy (MWDSLS) in response to the *Draft Little Cottonwood Canyon Environmental Impact Statement, S.R. 210 – Wasatch Boulevard to Alta* (LCC EIS). This letter also expresses MWDSLS support for Salt Lake City Department of Public Utilities' and Sandy City's comments on the LCC EIS.

As a wholesale provider of drinking water, MWDSLS treats and delivers Little Cottonwood Creek water to Salt Lake City, Sandy City, and Jordan Valley Water Conservancy District. This water is then delivered within the respective service areas of these entities, with the potential to be conveyed to over one million people in the Salt Lake Valley. Source water protection of Little Cottonwood Creek is essential to the public health of nearly the entire Salt Lake Valley.

MWDSLS supports improving the safety and reliability of transportation in the canyon and understands that improving the safety and reliability of transportation in the canyon can improve the safety and reliability of Little Cottonwood Creek as a drinking water source. However, MWDSLS also has concerns that transportation improvements can negatively affect drinking water quality by changing physical aspects of the watershed, increasing recreational usage, and adding developmental pressure. MWDSLS's desire when considering the alternatives presented in the LCC EIS is to ensure that the safety and reliability of drinking water is adequately addressed along with the safety and reliability of transportation. MWDSLS is concerned that short term impacts to water quality, like significant increases in turbidity, could result in the need to stop treating and delivering water. MWDSLS is also concerned that a long term increase in pollutants and pathogens could require expensive changes or upgrades to the water treatment process to accommodate the increase in pollution.

From the beginning of the EIS process, MWDSLS has submitted comments urging UDOT to consider source water protection and drinking water quality as part of the process for developing and selecting alternatives. Despite these requests, source protection and drinking water quality were not added to the Screening Methodology used during the process. As a result, MWDSLS has concerns that the transportation alternatives could impact drinking water through increased visitation, usage, and development that will likely result from implementation of the preferred alternatives.

Metropolitan Water District of Salt Lake & Sandy

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While the LCC EIS document has addressed some aspects of the risk to water quality with the modelling that was completed, MWDSLS does not feel that indirect and cumulative impacts from increased visitation, recreational use, and development pressure have been adequately addressed. This is a direct result of UDOT's previously mentioned unwillingness to add drinking water quality to the Screening Methodology used to identify alternatives. A specific frustration is the statement in the LCC EIS document that alternatives will "...have de minimis impacts to Little Cottonwood Creek as a primary drinking water source". While this statement about de minimis impacts may be true regarding Clean Water Act Standards, these standards are far less comprehensive than the Safe Drinking Water Act Standards that MWDSLS is required to meet. Making this statement suggests that MWDSLS's ability to reliably and safely provide water will not be impacted; however, impacts to drinking water cannot be adequately assessed by only considering Clean Water Act Standards.

Another concern about the LCC EIS document is that it links transportation improvements to the Mountain Accord suggesting that the LCC EIS document is in alignment with the Mountain Accord process. The problem with this suggestion is that it leaves out important aspects of the Mountain Accord process such as a visitor capacity study and land conservation efforts that were to take place in conjunction with transportation improvements. The LCC EIS document should be clear that it does not include either of these important aspects.

Another concern from the LCC EIS document is that the least impactful alternative, the enhanced bus option, was not one of the preferred alternatives. This alternative has the least amount of increase to impervious surfaces and does not add a completely new mode of transportation that may attract a lot more visitors based on the novelty of the concept. Combined with tolling, the enhanced bus option could reduce the number of private vehicles travelling in the canyon. Additionally, with the enhanced bus option, other transportation improvements could be implemented later, following more in depth study, more implementation of conservation efforts, and completion of a visitor capacity study. One of the concerns about the gondola method specifically is that, while it may be more reliable in avalanche conditions, there are too many transfers required and it will be too inconvenient for people to use consistently. While MWDSLS is not specifically advocating to implement the advanced bus option, MWDSLS feels this option poses the least amount of risk to its ability to provide safe water to its customers.

MWDSLS appreciates the opportunity to work with UDOT throughout the EIS process and looks forward to continuing to work together in the future no matter the outcome of the EIS process because MWDSLS recognizes that such partnerships are key to ensuring protection of the watershed, water quality, and public health. Please do not hesitate to contact me if you have any questions or would like to discuss further.

Sincerely,

Michael J. DeVries
MWDSLS General Manager

Metropolitan Water District of Salt Lake & Sandy

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Phone: 801-942-1391 Fax: 801-942-3674
www.mwdsls.org



CC: Vince Izzo, HDR [REDACTED]

COMMENT #: 13339
DATE: 8/31/21 5:27 PM
SOURCE: Email
NAME: Laura Briefer

COMMENT:

Good afternoon Josh and Vince,

Attached please find Salt Lake City's comments pertaining to the Little Cottonwood Canyon Draft Environmental Impact Statement. Please let me know if submitting comments via email is appropriate ,Äi the submittal form on the website does not appear to allow for us to attach a file. I hope you both are doing well.

Thank you,

Laura Briefer, MPA

ERIN MENDENHALL
Mayor



DEPARTMENT OF
PUBLIC UTILITIES

August 30, 2021

Utah Department of Transportation (UDOT)
Little Cottonwood EIS
c/o HDR
2825 E. Cottonwood Parkway, Suite 200
Cottonwood Heights, Utah 84121

**Re: Little Cottonwood Canyon Draft Environmental Impact Statement
Salt Lake City Comments**

Dear UDOT Project Team:

Thank you for providing Salt Lake City Municipal Corporation (Salt Lake City, or the City) the opportunity to participate as a Cooperating Agency through the development of the *Little Cottonwood Canyon Draft Environmental Impact Statement, S.R. 210 – Wasatch Boulevard to Alta*, dated June 2021 (LCC DEIS or DEIS). The UDOT Project Team and Salt Lake City representatives together spent countless hours in meetings and in developing and reviewing information. We are grateful for the time and commitment given by the UDOT Project Team and our Salt Lake City staff to the LCC DEIS process.

Salt Lake City has invested significant time and resources for more than a century in the protection of its water supplies and environment in Little Cottonwood Canyon and other nearby watersheds. We continue to extensively collaborate with many stakeholders to achieve these protections. In addition, the City played a significant role in Mountain Accord, now serving on the board of the Central Wasatch Commission and many of its subcommittees. It is Salt Lake City's obligation to ensure the provision of clean and reliable drinking water to the public that guides our participation in the DEIS process and the comments presented herein.

Based on our analysis of the LCC DEIS, we have significant concerns with the two preferred alternatives and shortcomings in the development of the LCC DEIS in failing to meet the required standards of the National Environmental Policy Act (NEPA). The City's concerns for the two preferred alternatives include, but are not limited to, impacts to the watershed and water resources, costs of the project, equity, and environmental justice. The majority of our concerns have been stated previously in our Cooperating Agency comments, thus we incorporate by reference our previous comments regarding the LCC DEIS submitted to UDOT (attached). We feel there are multiple deficiencies in the DEIS pursuant to NEPA. These include deficiencies in the LCC DEIS purpose and need, scope. In addition, there is an inadequate analysis of connected actions, cumulative impacts, direct impacts, and indirect impacts.

We recognize the significant traffic congestion and safety concerns on some days during the winter season as our growing population seeks to access the world-class ski resorts and dispersed recreation in Little Cottonwood Canyon. However, we believe that the large-scale development associated with the DEIS preferred alternatives within the watershed will unnecessarily place the Little Cottonwood water resources at risk, which is relied upon by many businesses, residents, and visitors to Salt Lake County.

Rather than implement large-scale transportation development in the Little Cottonwood watershed, Salt Lake City encourages UDOT to make more immediate investments into a phased approach that could entail

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Salt Lake City, Utah 84115

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the establishment of transit sites, expanded and improved bus service, traffic demand strategies, and carpooling. This would provide an opportunity to study how these changes affect visitation patterns, natural resource impacts, and canyon capacity, including whether these strategies could exacerbate or alleviate transportation and natural resource issues in Big Cottonwood Canyon at the same time. This approach would better align with concurrent and integrated adaptive management of transportation and natural resources as our agencies continue to respond to pressures such as population growth and persistent drought. It would also provide an approach that would better protect the Little Cottonwood water resources. It is our hope and vision that UDOT and Salt Lake City could be partners in protecting the watershed while improving transportation conditions in the canyon.

Water Supply Nexus to the LCC DEIS

The mountains and streams of the Central Wasatch Mountains provide high-quality drinking water sources for more than 360,000 people within the City's service area for its public water supply. The City's service area includes all of Salt Lake City, and portions of Mill Creek, Holladay, Cottonwood Heights, Midvale, Murray, and South Salt Lake, all within Salt Lake County. The City's most recent Water Supply and Demand planning through the year 2060 includes projected population growth in our service area, the new State Correctional Facility in the City's Northwest Quadrant, and the industrial zoning within the new Inland Port. The planning effort shows that by 2060 Salt Lake City's water resources will not support the projected growth in our service area without significantly more water conservation by our community members. This assumes the City can continue to rely on all of its existing water resources, including Little Cottonwood Creek.

The City's water supply planning additionally documents the threats and risks to the reliability of its water resources. The most significant risks to the water resources in Little Cottonwood and other nearby watersheds include overuse and increasing development of the watershed, which are greatly exacerbated by the impacts of climate change, including drought and wildfire. The reliance on current and future water supplies by more than 360,000 people underscore the necessity of careful alignment between transportation development and water resource protection. The City is concerned that the magnitude of transportation development and likely resulting increase of recreational and development pressures in the watershed associated with the DEIS' preferred alternatives will increase the risk of degradation of the City's water resources and reduce the ability of the public to rely upon their drinking water supply.

It should be noted that the residents and businesses in Little Cottonwood Canyon are not within Salt Lake City's water service area, but they do rely upon Salt Lake City's water resources. The Town of Alta, Service Area #3, Alta Ski Lifts Co., Snowbird Ski and Summer Resort, and the United States Forest Service all rely upon the City's water resources in the canyon via water supply contracts that are based on the City's water rights, and would also be affected should the water resources become degraded.

For 174 years, Salt Lake City has developed, through the rates and taxes paid by its residents, an extensive water treatment and distribution system that encompasses more than 141 square miles within Salt Lake County. This includes the Little Cottonwood Water Treatment Facility that treats the City's water by the Metropolitan Water District of Salt Lake and Sandy (MWDSL). The City's residents pay property tax and water rates to support MWDSL capital and operational costs. The City has also acquired substantial water rights over the last century, and pursuant to state statutes maintains those water rights for the beneficial use of the residents of the City's water service area. Salt Lake City holds water rights to about 70% of Little Cottonwood Creek, while Sandy City, as a public water provider, holds water rights to about 30% of the stream. The City's water infrastructure investment and assets are valued in the hundreds of millions of dollars. Salt Lake City's investments in water resources and infrastructure rely upon its ability to effectively treat and convey the water emanating from Little Cottonwood Canyon and the other nearby watersheds.

A large percentage of Little Cottonwood Canyon and nearby watersheds are comprised of lands owned and managed by the United States Forest Service (USFS). Because the City recognized since the 19th Century the connection between watershed protection and clean and reliable water, the City and the State of Utah petitioned the federal government to create the Wasatch Forest Reserve, which was established in the early 1900s. Federal legislation enacted in 1914 and 1934 continues to direct the USFS to manage the federal lands within these watersheds in a manner consistent with the protection of the City's drinking water supply. Now called the Uinta-Wasatch-Cache National Forest, the main management goal for Little Cottonwood Canyon and the other municipal watersheds to this day remains the protection of culinary water supply (see the current Wasatch-Cache Forest Plan, 2003).

For over a century, the protection of the watershed has allowed clean water from Little Cottonwood Canyon to be provided to residents and businesses in Salt Lake County. The LCC DEIS falls short in recognizing the importance of protecting the watershed and analyzing the impacts of the two preferred alternatives to the City's water resources, both of which put the Little Cottonwood Canyon watershed and water resources at significant risk.

Deficiencies of LCC EIS NEPA Process

A. Purpose and Need

The City is concerned that the Purpose and Need of the LCC DEIS is too narrow. The City recognizes that UDOT is a transportation agency. However, UDOT and other state representatives participated in Mountain Accord and are aware of the suite of connected actions from that envisioning process. The purpose and need should have reflected Mountain Accord's vision for the Wasatch and the connected actions.

The preferred alternatives do not fit the stated purpose. The stated purpose is to "substantially improve roadway safety, reliability, and mobility on SR 210 from Fort Union Blvd through the Town of Alta for all users on SR 210." The preferred alternatives, with no stops except at the resorts, do not address safety, reliability, and mobility for all users, only a select group of users: skiers and snowboarders at two resorts.

In addition, the problems the preferred alternatives are trying to solve are too narrowly defined so as to limit the range of alternatives. Thus, the LCC DEIS misses opportunities to solve problems and address impacts in other canyons and elsewhere, such as Big Cottonwood Canyon (BCC). According to the LCC DEIS, the primary objective is to identify a transportation system that could solve what is essentially a traffic congestion problem several days a year each winter. In an effort to solve that problem, the DEIS analyzed a variety of systems based on how well each system meets the purpose and need elements of "mobility, reliability and safety," while achieving the ultimate goal of a "stable flow of traffic." The Purpose and Need states the need to also solve the issue of limited parking at trailheads and ski areas, along with decreasing mobility on Wasatch Boulevard resulting from commuter traffic (Section 1.2.2). It is not adequately explained how the Gondola B preferred alternative will address these and other deficiencies that occur on S.R. 210, especially as the Gondola stops only at the two resorts. Further, the LCC DEIS indicates the preferred alternatives will also benefit traffic in the neighborhoods around the mouth of the canyons. However, the preferred alternatives each require that people drive through these same neighborhoods to transit modules at the base of the canyons.

B. Scope

The analysis of the two preferred alternatives does not incorporate the summer impacts to the watershed, as summer use is outside the purpose and need and scope of this project. This is critically important because of the significant growth of summer use of all the canyons along the Wasatch. This DEIS has not been structured to contemplate and analyze cumulative, direct, and indirect impacts of summer use of any of the preferred alternatives. Pollutants introduced into the Little Cottonwood Canyon watershed can be found in the nearby water treatment plant in minutes, which demonstrates the importance of fully evaluating the impacts of both winter and summer use resulting from the two preferred alternatives. UDOT has focused

solely on winter considerations throughout the entire process. Further, the Gondola B preferred alternative is outside the geographic scope of the LCC DEIS and impacts have not been sufficiently analyzed. Please reference the City's previous comments submitted.

C. Legal Obligations

Salt Lake City is legally bound by state and federal regulations to provide clean, safe water and to protect public health. The City must comply with requirements promulgated through federal and state water quality statutes, including the Safe Drinking Water Act (SDWA) and Clean Water Act (CWA). As a Public Water System (PWS), the City must meet regulatory obligations requiring the protection of drinking water sources as critical to safeguarding public health. The City is subject to the state SDWA requirements and Administrative Rules regulating Public Water Systems. The preferred alternatives will make it more difficult for the City to meet these obligations. The DEIS does not analyze the alternatives' impacts on the City's ability to comply with these water quality mandates.

Further, the City remains concerned that UDOT did not include the legal obligations of the City and water resources and quality as a level 1 screening criteria. We remain concerned because the preferred alternatives induce increased visitation pressure within the watershed without analysis of how this growth will be accommodated or mitigated. The City has seen increased visitation in the past that has negatively impacted water resources due to sanitation, erosion, and infrastructure impacts. As water resources and quality are not a level 1 screening criteria, the alternatives are not measured against the ability of entities to avoid, manage for, and mitigate impacts. Due to the heavy public reliance on Little Cottonwood Creek as well as other watersheds for drinking water purposes, the importance of water resources and quality should have much greater weight in the DEIS process.

The City emphasizes that water resources and quality should be considered a primary metric for the preferred alternatives analyzed, as well as our legal commitments and responsibilities. Due to these responsibilities, the City necessarily prioritizes water quality and views both proposed alternatives through this lens. We ask you please reference previous comments submitted.

D. Connected Actions

The LCC DEIS does not thoroughly address connected actions of the preferred alternatives, thus does not meet the rigor of the NEPA Process. Unanalyzed connected actions include Amending the 2003 Forest Plan to accommodate the preferred alternatives and increased bus service caused by the inevitable spillover from Little Cottonwood Canyon if the preferred alternatives are implemented.

E. Direct Impacts

As stated in previous comments, both proposed alternatives will have direct impacts on water resources, the environment, and equity and fairness. Further, we feel the direct impacts were not adequately studied per the NEPA process, especially for the Gondola B preferred alternative. Please reference previous comments submitted.

F. Water Quality Impact Analysis (Chapter 12)

The SELDM water quality model used in the DEIS unevenly compares alternatives as this model relies on stormwater quality data collected from roadways and is adequate for roadway water quality impact analysis. It is not adequate for a Gondola B alternative. Gondolas are not roadways and produce different impacts. As analyzed, the gondola relies on infrastructure located in close proximity to the creek (Snowbird gondola station) or potential wetlands (Tower 19, Alta gondola station.) The SELDM model does not incorporate any potential impacts to these as it relies on runoff data from pavement. Both the SELDM model and the lack of further water quality analysis (spills, accidents, concentration of new industrialized uses, etc.) are

inadequate and do not encompass all potential impacts of either proposed alternative. Please reference previous comments submitted.

1.E. Cumulative Impacts

The LCC DEIS does not thoroughly address cumulative impacts of the preferred alternatives, thus does not meet the requirements of NEPA. The LCC DEIS does not address the overloading of the canyon and the natural capacity of the canyon. The analysis of impacts to water resources, for example, focuses on whether the alternatives will cause water quality exceedances or impact waters of the United States, specifically technical violations. It does not address canyon capacity. Currently, the use and visitation in the canyon are naturally limited due to the amount of parking available. The alternatives could lead to the overuse of the canyon as they will likely contribute more people into the canyon at an increased frequency.

Further, the LCC DEIS does not address the impact to the City's water resources, including water rights, water quality, and infrastructure to address the additional 111,000+ visitors the preferred alternatives will induce. With the overloading of the canyon, the City will need to significantly increase watershed enforcement to protect water quality.

The LCC DEIS does not address the limited water resources and the City's obligations associated with these water resources. Chapter 20: Indirect Impacts of the LCC DEIS states, "With the increase in skiers, the resorts might want to improve some infrastructure to handle the increased demand... and add other facilities such as more restrooms and additional lodge capacity." As a result of the City's significant water right holdings in Little Cottonwood Canyon, it is the primary provider of raw water in the canyon through contracts with the resorts and the Town of Alta. The City cannot expand the quantity or geographic area associated with these contracts. Furthermore, there are no additional water rights that can be developed.

The LCC DEIS does not acknowledge these capacity issues, and water resources in Little Cottonwood Canyon are not limitless. Decades ago, Salt Lake City established watershed ordinances (Chapter 17.04 of Salt Lake City Code) that protect the City's water resources and limited future sales of water outside of the City's service area. As a result, the City believes that water resources may not be sufficient to accommodate the future increase in demand caused by the proposed increased transportation capacity. The City's water resources are obligated to provide water to the designated service area, as stated in these and previous comments. Further, we are asking people, businesses, and industry within the City's service area to conserve more water so that the City has the water supplies available to support future population growth. Due to this year's severe drought, the City has placed water use restrictions on customers across our service area. Climate change impacts will continue to result in deep and long-lasting droughts. It should be noted that Salt Lake County Service Area #3 relies on the City's water rights and is also impacted by drought, water resources, and water quality.

Finally, the LCC DEIS analyzes winter use only. Summer use should also be analyzed as a cumulative impact for both preferred alternatives. Further, the City is concerned the Gondola B preferred alternative could be the first segment of a long-discussed ski interconnect between Little Cottonwood Canyon, Big Cottonwood Canyon, and Park City, which was not addressed as a cumulative impact.

1.F. Indirect Impacts

The LCC DEIS does not fully analyze the indirect impacts of the preferred alternatives. It does not incorporate a rigorous analysis of whether people will actually ride the Gondola B preferred alternative. Also, the LCC DEIS has not addressed the impact on other canyons and watersheds, including Big Cottonwood Canyon. For example, as a result of tolling or having to get on a bus to get on the gondola, many people may choose to access Big Cottonwood Canyon. This impact is mentioned in the indirect

impacts section of the DEIS (Chapter 20) where it states that UDOT will need to implement tolling and increased bus service in Big Cottonwood Canyon also. The impacts of this action are not analyzed.

Further, as identified above, the LCC DEIS does not analyze if there are sufficient water resources, water rights, or infrastructure for an additional 111,000 people in the winter. It does not address whether increased visitation in the canyon will cause a diminished water supply for the people, businesses, and industry in Salt Lake Valley that currently rely on the availability of water from Little Cottonwood Canyon, which are indirect impacts. Please reference the Cumulative Impacts section of these comments and previous comments submitted.

4. Chapter 24: Future Review & Revisions and Approvals

Alternatives may not be reasonable if they are impossible to implement. The DEIS does not analyze whether the preferred alternatives are consistent with the 2003 Wasatch-Cache National Forest Plan and the 1934 and 1914 federal legislation directing the USFS to manage the federal lands within the City's watersheds in a manner consistent with the protection of the City's culinary water supply. We believe that the FHWA appropriation of USFS lands conflicts with the intent of the federal legislation that overlays the area.

Conclusion

Salt Lake City recommends careful consideration before embarking on either preferred alternative in the LCC DEIS. Both alternatives are substantial development projects within the watershed that have impacts that have not been evaluated, especially impacts to the City's water resources. We recognize there are transportation concerns and strongly encourage a phased approach to address these issues to better allow for adaptive management to mitigate watershed impacts. This could include expanded bus service year-round, traffic demand management, tolling, and carpooling. These alternatives also provide an opportunity for substantial cost savings over the proposed alternatives. A phased approach would additionally align with the work of the Central Wasatch Commission in implementing Mountain Accord's multi-faceted stakeholder agreement.

Thank you for your consideration of Salt Lake City's input on the LCC DEIS. We appreciate the time and efforts of the UDOT Project Team and are hopeful that UDOT will be a strong partner with Salt Lake City in the protection of water resources. Please do not hesitate to contact us if you have any questions or would like to discuss further.

Sincerely,



Erin Mendenhall
Mayor, Salt Lake City



Laura Briefer
Director, Salt Lake City
Department of Public Utilities

CC: Vince Izzo, HDR
Mike Devries, Metropolitan Water District of Salt Lake and Sandy
Rusty Vetter, Salt Lake City Deputy City Attorney
Marian Rice, Salt Lake City Department of Public Utilities
Patrick Nelson, Salt Lake City Department of Public Utilities

Attachment: Previous City Comments Submitted for UDOT LCC DEIS

Attachments

Previous City Comments Submitted for UDOT LCC DEIS

ERIN MENDENHALL
Mayor



DEPARTMENT OF
PUBLIC UTILITIES

March 19, 2021 (corrected on June 10, 2021)

Little Cottonwood EIS
c/o HDR
2825 E. Cottonwood Parkway, Suite 200
Cottonwood Heights, Utah 84121

Subject: Comments for the Little Cottonwood Canyon Environmental Impact Statement preliminary draft resource chapters (Group 2), March 2021.

To Whomever This May Concern:

This letter transmits comments from the Salt Lake City Department of Public Utilities (Salt Lake City, or the City) in response to the Utah Department of Transportation's (UDOT) *Little Cottonwood Canyon Environmental Impact Statement, S.R. 210 – Wasatch Boulevard to Alta*, preliminary draft resource chapters (Group 2), dated March 2021 (LCC EIS). As a cooperating agency, the City appreciates the opportunity to provide input for the preliminary draft chapters.

1. Legal Obligations and Special Expertise

The Little Cottonwood Canyon (LCC) watershed provides a significant portion of the City's water supply. The City has legal jurisdiction within Little Cottonwood Canyon related to its water rights, watershed management, and water infrastructure. Therefore, the City has specialized expertise within the LCC EIS study area, which we feel benefits the process.

As noted in previous LCC EIS comments to UDOT, the City is committed to fulfilling its critical duty of providing clean, safe, affordable, and high-quality water for the more than 360,000 Salt Lake Valley residents. Further, federal and state regulations obligate the City to provide clean, safe water to protect public health. This includes the federal Safe Drinking Water Act (SDWA), the Utah Water Quality Act, and state statutes related to the management and use of public water resources. The City in turn regulates certain activities in order to meet these legal obligations.

In addition to our legal obligations and specialized expertise, the Salt Lake City Municipal Corporation has divisions and departments that have service obligations related to transportation, transit, equity, and quality of life, to name a few.

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2. Category 2 Chapters - General Comments

Chapter 2 - Alternatives

Consistent within each alternative are avalanche sheds, trailhead parking, limits on roadside parking, and additional impervious surfaces resulting from road widening or parking lot paving. Therefore, these items will be addressed separately with the intent that the concerns are understood as applying to each alternative. Following these general comments are comments specific to each alternative.

General Comments

Purpose and Need: Water and Reliability

1. As described in earlier comments, the City remains concerned that UDOT did not include water resources and quality as a level 1 priority. We remain concerned because the transportation alternatives each create additional capacity for increased visitation within the watershed. Increased visitation has the potential for negatively impacting water resources due to sanitation, erosion, and infrastructure impacts. Each alternative also has a construction and operational impact on the watershed. Because water resources and quality are not a level 1 priority, the alternatives are not measured against the ability of entities to manage for and mitigate impacts. Due to the heavy public reliance on Little Cottonwood Creek for drinking water purposes, the importance of water resources and quality should have much greater weight in the EIS process. UDOT's EIS advances the proposition that the project's purpose is narrowly focused upon transportation efficiency and reliability. The City, once again, emphasizes that water resources and quality should be considered a primary measure for the alternatives analyzed, as well as our legal commitments and century-old responsibility for efficiently and reliably provide affordable, high-quality water to the Salt Lake Valley. Due to these responsibilities, the City necessarily prioritizes water quality and views all proposed transportation alternatives through this lens.

Avalanche Sheds: Resource Impacts

1. **Water Access and Capture:** Providing water to the avalanche sheds requires reviewing the water's source, water rights, water quality, and potential impacts downstream and on the surrounding environment. Little Cottonwood Creek's classification pursuant to the Clean Water Act (CWA) may also affect the way water is managed for this purpose. Per the Utah Division of Drinking Water (DWW), Little Cottonwood Creek is protected as a Category 1 water, thus is protected for antidegradation (UAC R317-2.12). Therefore, new point source discharges of wastewater, treated or otherwise, are prohibited. Further, other diffuse sources (nonpoint sources) of wastes shall be controlled to the extent feasible through the implementation of best management practices or regulatory programs. Thus, if the water source is a nearby mine, an analysis of the water needs to be performed to ensure there will not be negative impacts on water quality through runoff to Little Cottonwood Creek. Attention needs to be paid to capturing and containing water used at the avalanche sheds in case of leaks or use for fire protection/suppression. The proposed stormwater BMPs insufficiently deal with vehicle fires, potential spills from

commercial and residential traffic, etc. SLCDPU requests full secondary containment of any runoff from the fire suppression system as well as a process for disposing of the volume of water used in suppression.

2. Unaddressed concerns exist relative to the water source for the avalanche sheds and full area containment to prevent hazardous spills, accidents, erosion to the hillside that can result in sediment contribution, or fire suppression methods from contaminating the creek.

3. UDOT should further analyze the impact of avalanche sheds and accompanying berms on the riparian corridor and water quality. The avalanche sheds will require side fill material, increase streamside slope angles, and shorten the distance between the road and the waterway. We request further analysis to determine the impact of these proposed changes on water quality, vegetation, and habitat. For example, will the increase in slope and side fill material increase sediment flow to the creek? Existing analysis in the EIS dismisses potential impacts as negligible without adequately looking at the potential for point source deposition. The three avalanche paths proposed to be outfitted with snowsheds have runoff and deposition zones close to the creeks. Thus, SLCDPU requests further analysis to ensure water quality considerations with the proposed designs are properly incorporated.

4. The impacts of fill slope, cut slope, and decreased buffer zones on water quality and riparian corridors are not addressed by the EIS. UDOT should produce a robust analysis of these impacts on the riparian corridor, water quality, and ecosystem functions

5. The City feels there are multiple questions to address regarding the avalanche sheds. Will increased slope angles and decreased buffers between the roadway and creek result in more significant water quality impacts? Will further narrowing the riparian corridor result in creek temperature increases, water turbidity, or wildlife habitat? Avalanche sheds, berms, and fill present concerns of accelerating avalanches and concentrating detritus directly into the riparian corridor. What will the effect be of berms and avalanche sheds directing avalanches flow directly into the riparian corridor? Is the intended purpose of the berms to channelize avalanche flow towards the sheds? Will this channelization increase avalanche velocity serving to condense flow and directly injecting detritus into the creek? If so, how will the increased avalanche velocity and concentration of avalanche material impact the riparian corridor and water quality? UDOT is proposing over three thousand (3,000) square feet of avalanche sheds in the upper canyon. Such a significant change requires a further review of the potential impacts on this area's riparian corridor and water quality.

6. How does UDOT plan to adapt the final avalanche shed designs in response to on-the-ground circumstances once construction begins? Should design adaptations be required, what will the process be for reviewing the changes? The City asks to be involved in this process to ensure that any last-minute design changes account for potential impacts to the watershed.

Avalanche Sheds: Aesthetic Impacts

1. City residents and others visit Little Cottonwood Canyon (LCC) for various reasons, including appreciating the canyon's natural beauty. The proposed avalanche sheds will cover much of the upper canyon road, eliminating views from the roadway and impacting the viewshed from nearly every point in the canyon — including from designated wilderness areas. UDOT's analysis of the avalanche sheds neglects to assess the potential impact such significant disruption of the canyons aesthetics and character will have on user experiences. The avalanche sheds will have a near-permanent effect on the beauty and character of Little Cottonwood Canyon. Far from just an aesthetic inconvenience, the sheds stand to have a meaningful and long-lasting impact on the experiences of those visiting the Canyon.

Avalanche sheds - Need

1. Climate change scholarship estimates snow line levels at 2,450 meters (8,040 feet) at Wasatch area ski resorts by 2050.¹ For perspective, Little Cottonwood Canyon's Snowbird Ski Resort is located at 2,365 meters (7,760 feet) with a base elevation of 2,469 meters (8,100 feet). Climate research reports scenarios for the Central Wasatch Mountains with an annual increase in temperature ranging from +2.2 °F to +5.8 °F with an average 3.7 °F increase in annual temperature.² Recent modeling suggests that by midcentury, the Wasatch Range will "receive more than 50 percent (50%) of December to February precipitation in the form of rain" with the center of runoff shifting "approximately three days earlier per 1°F of warming."³

2. Climate modeling specific to Park City Mountain Resort predicts that by 2050 snowpack buildup will be delayed by 1.5 to 2 weeks, and spring melt will occur one week to twelve days earlier than 2010 levels.⁴ The report estimates that by 2050 there will be "either little to no snow at the base area by Thanksgiving, and mid-winter snow depths will be 20% to 40% less than historically observed values" with skiable snow "unlikely during spring break under all scenarios..."⁵ According to this report, by 2050, the ski season window will shrink, occurring for roughly twelve weeks between mid-December to late March. A 2020 UDOT memo cites the above studies and analysis, yet EIS concludes that climate variability is unlikely to impact LCC infrastructure needs. This is particularly relevant as the LCC transportation project's justification relies heavily on assessments of the dangers posed by avalanches and impacts to transportation times resulting from avalanches. In this context, it would appear that climate change modeling revealing significant declines in snowfall and snowpack is relevant for analyzing the LCC transportation project's purpose and need.

¹ BRIAN LAZAR & MARK W. WILLIAMS, *Potential Impacts of Climate Change for U.S. Wasatch Range Ski Areas: Projections for Park City Mountain Resort in 2030, 2050, and 2075*, 2010 International Snow Science Workshop, https://arc.lib.montana.edu/snow-science/objects/ISSW_P-023.pdf.

² JANINE RICE & TIM BRADLEY, ET AL., *ASSESSMENT OF ASPEN ECOSYSTEM VULNERABILITY TO CLIMATE CHANGE FOR THE UINTA-WASATCH-CACHE AND ASHLEY NATIONAL FORESTS, UTAH* (2017), https://www.fs.fed.us/rm/pubs_series/rmrs/gtr/rmrs_gtr366.pdf.

³ *Id.* at 14, 15.

⁴ LAZAR & WILLIAMS, *supra* 1, at 441.

⁵ *Id.* at 441.

3. It would be beneficial for UDOT to review the need for avalanche-related infrastructures, such as the avalanche sheds, in light of prevailing climate estimates. According to UDOT, on average, 10.4 days per year are impacted by road closure due to avalanche activity. UDOT projects that by 2050, avalanche activity will double, impacting 21 days per typical 120-day ski season. Climate models and the 2020 UDOT memo estimate that a typical ski season will shrink by nearly two weeks on each end by 2050. This projection reduces the typical ski season from 120 days to roughly 92 days. By mid-century, UDOT expects the days impacted by avalanche activities to double from 10.4 to 21. As a percentage, avalanche closures on S.R. 210 will occur on nearly a quarter of the ski season days. To reiterate, current UDOT projections upon which UDOT bases the need for additional canyon infrastructure identifies 8.67% of days in the ski season as impacted by avalanche-related road closures. However, while acknowledging the future shortening of the ski season due to climate change and decreases in the snowpack at high elevations, UDOT projects that road closures related to avalanches will include 22.83% of days making up the ski season.

4. UDOT has projected an approximate 25% reduction in ski days. Does the decrease in ski days projected by climate modeling impact UDOT's transportation proposals, all of which exclusively serve canyon ski resorts? In light of expected climate impacts, does it make sense to institute a solution to current canyon transportation crowding that is flexible and may quickly adapt to future uncertainties rather than large projects that are inflexible and require significant sunken costs?

Impervious Surfaces

1. UDOT alternatives that include adding impervious surfaces, whether by road widening, increasing shoulders, or paving parking lots, need to consider the resulting impacts on water quality. The City asks that UDOT maintain Best Management Practices (BMPs) where adding impervious surfaces and increasing stormwater runoff zones. Further, the City asks that UDOT incorporate post-construction BMPs in locations of LCC that are not part of the identified alternative. The City asks that UDOT continue maintenance of stormwater impact reduction measures and limit the potential for waste stream water channels to discharge into the creek.

2. UDOT should further analyze actions that will decrease the existing buffer between the road and the creek. In areas with a high slope degree, wide buffers are necessary to trap sediment and pollutants, maintain stream temperature, protect stream banks from erosion, moderate stormwater flows, and provide wildlife habitat. Increasing the slope or decreasing the distance between the road and the creek will impact water quality. UDOT should identify all instances where either the slope angle will increase or where the existing buffer will decrease. UDOT should then identify impacts on water quality and implement mitigation measures to protect water quality, counter rising stream temperatures, combat erosion, moderate water flows, and limit wildlife habitat impacts.

3. SLCDPU proposes collaborating with UDOT stormwater monitoring programs to analyze roadway impacts on stormwater runoff and water quality.

Avoidance and Minimization: Impacts on Water Resources

1. The City supports UDOT's efforts to mitigate impacts to water resources by providing buffer areas around trailheads and parking areas. The City requests that BMPs be applied in these areas to minimize the effects of runoff. The City further supports stormwater drainage designs to reduce water quality impacts of runoff from alternative improvement areas to Little Cottonwood Creek. Additionally, the City requests double-walled fuel tanks, full secondary containment, and appropriate safety measures for the backup diesel generators required for the cog rail alternatives and in other alternatives requiring diesel fuel storage. Further, the City requests containment of the associated piping and filling area to mitigate against spills and leaking. The City seeks future partnership opportunities with UDOT to right size any and all culverts throughout the project area when possible during the project.

Travel Demand Management Strategies

1. Tolling: Please review City's earlier comments regarding tolling and the potential environmental justice, equity and fairness impacts as well as possible unintended impacts on canyon recreation in the lower and upper canyon.

2. The EIS's argument that environmental justice issues are appropriately minimized because environmental justice communities will continue to have access to the lower canyon ignores the fundamental problem that access to the lower canyon is not access to the entire canyon. The possibility remains that some Salt Lake Valley residents may very well be priced out of experiencing the grandeur of Little Cottonwood Canyon in its entirety. Executive Order 12898 (EO 12898) (1994) requires agencies to identify and address "disproportionately high and adverse...environmental effects of its programs, policies, and activities on minority populations and low-income populations." This order includes the directive to "identify differential patterns of consumption of natural resources among minority populations and low-income populations."⁶

3. The LCC EIS does not adequately address the impact of tolling on minority and low-income populations. The City would like to emphasize the importance of introducing tolling, should this occur, in both Little and Big Cottonwood Canyons so that one canyon's remedy does not become the other's malady. UDOT readily acknowledges that effective tolling requires instituting tolling regimes at both Little and Big Cottonwood Canyons.⁷ Since tolling in one canyon necessitates tolling in both canyons, any environmental justice review of tolling requires the analysis of both canyons. If tolling is contemplated for one canyon, the environmental justice analysis must be of both canyons since the two are inextricably linked. Reviewing the impacts of tolling on environmental justice populations in the canyons independent of one another will result in a skewed perspective that will not adequately reflect the project's actual impacts on the populations identified in EO 12898.

⁶ Exec. Order No. 12,898, 59 Fed. Reg. 7629 (1994).

⁷ Josh Van Jura, UDOT Project Manager, Presentation Central Wasatch Commission, LCC EIS Update (Mar 2, 2021).

Land Appropriations, Easements, and/or Special use Permits

1. Concerning the transfer of lands under 23 USC Section 317, the City requests that any lands transferred from National Forest Service management to UDOT due to this project be maintained for watershed and water quality purposes. Similarly, in instances where land is not transferred but a special use permit is required, the City requests that the special use permit prioritize watershed health and water quality. Finally, the City requests additional information concerning which lands UDOT anticipates will be transferred or have special use permits apply, the quantity and acreage of these lands, the management, and maintenance of these lands, as well as the access and containment issues. The City further asks to be included in all future management conversations regarding these impacted lands as there may be repercussions to watershed health and water quality impacts.

- a. **Management of new trailheads, recreational facilities, etc.** The City requests UDOT consider a mechanism for which to fund future capital expenditures, ongoing operations and maintenance, and associated costs with the new facilities such as the proposed development of the Lisa Falls Trailhead, Bridge Trailhead, etc. New facilities such as restrooms, striped parking, etc., will induce more use. UDOT needs to ensure the US Forest Service has the needed resources to appropriately manage and maintain these facilities.

Alternatives - Specific Comments

Enhanced Bus Service Alternative

1. Road widening to accommodate enhanced bus services will result in additional impervious surfaces in the canyon. How will UDOT mitigate road widening impacts? See previous section *Impervious Surfaces*.

2. The impacts of fill slope, cut slope, and decreased buffer zones on water quality and riparian corridors are not addressed by the EIS. UDOT should produce a robust analysis of these impacts on the riparian corridor, water quality, and ecosystem functions.

3. Trailhead Parking: We request the Grit Mill parking be included in the analysis. Further, is there existing research showing the benefits of asphalt over the current dirt parking areas? See previous section *Impervious Surfaces*.

Enhanced Bus Service in peak-period Shoulder Lane Alternative

1. Road widening will result in additional impervious surfaces in the canyon. See previous section *Impervious Surfaces*.

2. Avalanche sheds, berms, and fill: See previous Sections *Avalanche Sheds: Resource Impacts*, *Avalanche Sheds: Aesthetic Impacts*, and *Avalanche sheds – Need*.

3. This analysis states that roadway alteration results in “no clear zones” and areas with steep canyon walls or drop-offs. However, the study does not identify these

areas. Will these areas include additional roadway hardening to protect against future vehicular accidents? The City request that UDOT reviews the potential impacts to the water quality of significantly increasing the amount of roadway directly adjacent to the creek?

4. Trailhead Parking: See previous Section *Enhanced Bus Service Alternative* (3).

5. UDOT anticipates additional vehicular collisions resulting from drivers illegally using the bypass lane to get around slow-moving traffic. This is concerning as, in our experience, vehicular collisions can result in an impact on water quality. For example, a vehicular collision could result in vehicles in the creek and the discharge of associated fluids, including fuel, propylene glycol or ethylene glycol (antifreeze), and other hydrocarbons. Therefore, the City requests that UDOT mitigate impacts of increased vehicular collisions on water quality with infrastructure to protect water resources where necessary.

Gondola Alternative A

1. Transfers: Presenting an attractive transportation alternative to the broadest possible audience requires the option involving as few transfers as possible, ensuring that the public option is more efficient than a private vehicle and for the public alternative to be less expensive than the personal vehicle option. This option does not identify whether parking used for accessing the gondolas will be free or require payment. The expense of parking is a crucial consideration in personal economic decisions guiding individual use of private or public transportation. UDOT should identify whether this parking will require payment or not and how this may impact ridership. UDOT should also identify ongoing operations and maintenance costs associated with parking and transfer stations.

2: Stoppages: Does the analysis of this option's travel and transfer time include the impacts of estimated stoppages during avalanche mitigation and times of increased avalanche risk such as inter-lodge events? The analysis states that after avalanche shelling, gondola cables will require assessments to ensure that the shelling did not impact the cables' integrity. How often does UDOT anticipate these stoppages occurring? How will these stoppages increase the anticipated travel time of the gondola option? What is the time it will take for the gondolas to be fully loaded and usable as a transportation mode after the canyon is cleared for travel so that this option will enhance travel times? How will buses and other transportation modes transferring passengers to the gondola base stations be impacted by avalanche control stoppages and the subsequent need to clear the cables of gondola cars? What emergency precautions will UDOT put in place for those captured inside gondolas during stoppages? What is the expense of these precautions, and who will bear the cost of the ongoing operations and management of the emergency precautions and emergency assistance?

3. The gondola alternative relies on a toll to meet the target 30% reduction in canyon vehicle use. The gondola is expected to relieve escalating private vehicle use in the canyon. How does UDOT anticipate sufficiently motivating individuals to leave behind

private vehicles when the gondola requires multiple transfers, takes more time than personal vehicular travel, and – particularly for families – will be more expensive than merely paying the toll?

4. The gondola alternative relies on the use of roadway avalanche sheds. The sheds account for substantial infrastructure costs and taxpayer burdens. The sheds are required for all of the options, including those involving buses. What is the gondola option's real utility as they constitute significant additional permanent infrastructure in the Canyon?

5. This option requires the enlargement of the existing park and ride to accommodate the gondola footprint. The option requires an angle station at Tanner's Flat. The station will include vegetation clearing and diesel generation. The analysis does not include vegetation clearing impacts on water quality, wildlife habitat, and aesthetics. UDOT should analyze the effect of vegetation clearing. The City requests that the required diesel generators and backup fuel tanks be double-walled and that UDOT fully contain these areas to limit the possibility of contamination. Further, the City requests containment of the associated piping and filling area to mitigate against spills and leaking.

6. Gondola Towers: This option includes twenty (20) gondola towers ranging from a height of 131 feet to 230 feet. Each tower will require security fencing, and some towers will require FAA approval along with warning lights. The UDOT analysis does not include a review of the impacts resulting from the security fencing. We feel there are many unanswered questions that need to be addressed to make a holistic assessment of the overall development footprint of the gondola option. How large will the fenced-in area be? How high will the fencing be? What precautions will UDOT take to decrease the impacts of such fencing on wildlife? What effects will the fencing and the secured area have on water runoff? What will the restoration of these areas entail? Does UDOT anticipate any complications in achieving the necessary Federal Aviation Agency approval for the towers? Similarly, under FAA requirements, towers will require lights. How will UDOT mitigate the impacts of the required lights, and how will the lights impact the canyon's aesthetic integrity? UDOT states that FAA required warning systems on the gondolas will include audio signals. What are the potential impacts of the audio alerts? What is the decibel range and duration of the alerts? What are the alerts' expected frequency, and how often does UDOT anticipate that the alerts will be triggered?

7. UDOT identifies tower construction methods and access. What are the access methods for ongoing maintenance of the towers? Will new roads or clearances being required to access the towers? If so, how will these access points be maintained, and what measures will UDOT take to ensure limited impacts to ecosystem health and water quality?

8. UDOT takes pains to ensure that pole tower designs near ski resorts will be adjusted to accommodate aesthetic impacts to those in the resorts. We request UDOT also take measures to mitigate the impact of the gondola towers on all areas of the canyon.

9. The analysis estimates that the noise emanating from the gondola line will be equivalent to that of the noise resulting from traffic on the nearby roadway. In addition to the aesthetic impacts of the gondola proposal, the gondola's acoustic impact and resulting noise pollution stand to impact the canyon's overall character. Further, another source of noise equivalent to that of the roadway will negatively impact the recreation experience. UDOT should conduct a comprehensive analysis of the impacts of the additional noise on recreation safety, the recreation experience, and wildlife, with specific consideration paid to the effects of the increased noise on avian nesting and behaviors. UDOT should seek to mitigate potential noise impacts for the benefit of wildlife, recreation, and aesthetic values.

10. The gondola alternatives present concerns for the invasion of privacy and noise pollution impacting recreation experiences, camping at Tanner's Flat, and private residences. UDOT's analysis should investigate mitigation opportunities to relieve these impacts.

11. Gondola angle stations require diesel fuel tanks. The City requests that diesel fuel tanks be double-walled to prevent spills and harmful environmental impacts. Further, there is secondary containment for all piping and filling areas.

12. Angle stations require vegetation clearance of 2 to 3 acres. The City requests UDOT analyze the effect of vegetation clearing and the maintenance of the clearing. The City also requests that UDOT contemplate an invasive weeds mitigation strategy in these areas.

13. In past comments submitted for consideration by UDOT's project team, the City encouraged the Project's Purpose and Need to comprehensively analyze both summer and winter use for Big and Little Cottonwood Canyon. Summer use is outside the purpose and need and scope of this project. The City does not support the summer use of the gondola without sufficient analysis. This EIS has not been structured to contemplate and analyze cumulative and direct impacts of summer use of any of the Alternatives. UDOT has focused solely on winter considerations throughout the entire process. The City encourages UDOT to remove any mention of summer use that does not encourage a separate process that is outside of USFS administrative processes.

Gondola Alternative B

1. The impacts of Gondola Alternative B are similar to those discussed in Gondola Alternative A above. Please reference previous Sections for the City's comments relative to the Gondola Alternatives A and B.

2. As discussed during the appreciated water quality focused meetings with the project team, the City encourages UDOT to expand its water quality analysis of this Gondola Alternative B to incorporate threats to the water treatment plant for the Metropolitan Water District of Salt Lake and Sandy's intake. This analysis would depart from strict adherence to the SELDM model's Monte Carlo style simulation modeling and incorporate feedback from the City to ensure any spills, crashes, accidents, etc., would

protect the intake from contamination. The bottom terminal for Gondola Alternative B locates a new non-residential, commercial and industrial use with significant traffic very near this intake posing a new threat to water quality, millions of dollars of treatment plant infrastructure, and thus public health. Any consideration of Gondola Alternative B should incorporate a protective and proactive design that protects this water treatment plant intake located only a very short distance downstream from Wasatch Boulevard. The City is happy to coordinate with UDOT's team to provide further guidance.

Cog Rail Alternatives

1. The cog rail alternative has significant disadvantages impacting recreation, severe disruption of canyon character, increased emissions, and additional runoff. This alternative requires rail lines extending the canyon's length and demands heavy infrastructure investments such as avalanche sheds also required by other alternatives. For example, the cog line will require the placement of enlarged and expanded avalanche sheds, will remain susceptible to avalanches, and will be subject to significant delays during avalanche mitigation efforts and inter-lodge events.

2. Access Impacts: The cog alternative will severely impact recreational access. The cog will be used only in the winter and will only serve the resorts. Thus, the cog will not provide benefits during the summer season, as well as portions of spring and fall. This option restricts access to the north side of Little Cottonwood Canyon and requires eight railroad-style crossings. These intersections will negatively impact canyon character and aesthetics. The cog alternative substantially affects the existing park and ride facility, impacts trails and recreational opportunities, and forever alters the character of the canyon. Further, the cog rail footprint at the Canyon's mouth will result in additional noise and light pollution.

3. The cog alternative will result in significant trail loss to nine named trails and approximately 10,000 feet of informal trails. Many of these trails have resulted from public-private partnerships and have been brought about by the volunteered labor and recreation and conservation communities' resources. Further, some proposals will eliminate or remove access to fourteen (14) different bouldering areas in Lower Cottonwood Canyon. These areas have been the subject of conservation actions and graffiti removal efforts using taxpayer dollars and significant citizen volunteer hours.

4. Alignment: The cog rail requires 8 foot wide shoulders and concrete barriers between the travel lane and rail alignment. UDOT declined to further analyze earlier proposals with similar barriers arguing that the barriers constituted an obstruction to wildlife. We request the same analysis be performed to determine the potential obstruction of wildlife travel. Similarly, the specifics of the railroad crossings and emergency precautions are not described. These crossings will likely result in aesthetic and noise impacts that UDOT does not adequately determine or describe.

5. SLCDPU expects that any toxic or hazardous substances required to be on-site for transportation purposes will feature full site containment. The utility requests that UDOT implement full site contamination similar to UDOT's Parley's road shed at

Mountain Dell. Fuel tanks should be double-walled and include an indicator alarm in case of a breach. Additionally, the filling of the tanks and the associated pipes and tank infrastructure should consist of BMPs to mitigate contamination and contain spills. The City is concerned with the possibilities of contamination to water quality and the potential for ecosystem disruption that will follow the placement of a 10,000-gallon diesel tank, filling area, and associated piping at the mouth of Little Cottonwood Canyon.

6. The City asks that UDOT further analyze cog rail equipment impacts on stormwater runoff, water quality, and contributions to noise and light pollution.

7. The cog line requires eight crossings. UDOT does not analyze the impacts of these crossing on private and public vehicular travel. Intersections will detrimentally impact vehicular travel time and lengthen the duration of travel up Little Cottonwood for all roadway traffic. UDOT's analysis does not account for this predictable increase in travel time. Further, UDOT does not account for the impacts of the crossings on canyon bicycle traffic and safety. Crossings may pose a significant safety risk to individuals bicycling down the canyon. Similarly, the inclusion of eight crossings requiring vehicular traffic to stop contradicts UDOT's emphasis on efficiency and roadway avalanche safety concerns as more vehicles will be on the road waiting at railway crossings.

8. Finally, the cog rail alternatives require alteration of trailhead parking areas. Among the parking areas impacted is the new Grit Mill parking area. This area was recently built with the assistance of partner organizations and financial contributions from various entities including the City.

9. Operations and Maintenance Facility: The presence of a two-story cog rail facility at the mouth of the canyon will adversely impact the canyon character. Based on UDOT's analysis, the cog line and station will have the most significant capital costs, as well as uniquely negative impacts on overall transportation efficiency, visual impacts, and canyon character.

Chapter 3 – Land Use

UDOT'S acquisition of land for transportation purposes will occur either by appropriation under 23 USC Section 317 or by gaining special use authorization from USDA Forest Service (USFS). Both options present concerns to the City due to potential watershed impacts. Further, it would be beneficial for UDOT to detail the primary purpose of the land is for drinking water purposes and provides drinking water to the Salt Lake Valley.

Then Planning Section 3.3.2.1 reviews the applicable parts of local planning documents that are relevant to the land use impact analysis area, which include plans developed by Cottonwood Heights City, Sandy City, Granite Community, the Town of Alta, Salt Lake County, and the USFS. We feel UDOT needs to also review and incorporate the 2009 Salt Lake County Water Quality Stewardship Plan and the associated 2015 Salt Lake County Integrated Watershed Plan.

For ease of reference, it would be helpful if UDOT would create a grid illustrating the amount of land required for each transportation component and the corresponding management prescription. It's currently difficult to assess where UDOT's land requirements overlap with different management directives, and the total acreage of land UDOT requires for each alternative.

Federal legislation from 1914 and 1934 directs the USFS to manage the federal lands within these watersheds in a manner consistent with the protection of the City's culinary water supply. Thus, the purpose of the USFS watershed emphasis management prescription is to provide protection, maintenance, and restoration of quality aquatic habitats, watershed conditions, and terrestrial habitats. The USFS manages these lands to meet mid to long-term watershed and habitat objectives. All the transportation alternatives require UDOT to appropriate or acquire easements on land currently managed for watershed purposes. Acquisition through 23 USC Section 317 removes these lands from their current federal watershed emphasis management prescription.

Of the existing lands managed for watershed purposes, what percentage is UDOT proposing to acquire or gain easements for under each alternative? It is helpful to understand this information to comprehensively evaluate the real impact of UDOT's various proposals on land necessary for watershed management. The acquisition of these lands, either by easements or through 23 USC Section 317, will decrease the buffer between pollution sources and Little Cottonwood Creek. Reducing this buffer stands to impact water resources by limiting the amount of land available for filtering pollutants, protections against aquatic temperature increases, slope impacts, and the riparian corridor's overall health.

Please assist the City in better understanding UDOT's land use strategy relating to acquired lands:

- Under each proposal, how much of a buffer of watershed priority lands will remain between transportation sources and the creek if UDOT successfully acquires the land?
- What will the management prescription be of the newly acquired land, and how will UDOT retain any of the previous prescriptions efforts to manage these lands for watershed purposes?
- How will the acquisition of these lands impact bordering lands' ability to meet mid to long-term management goals?
- How will the overall decrease of Little Cottonwood Canyon lands managed for watershed purposes and the changing of land management impact land use, and ultimately the riparian corridor and water quality?

Each of the alternatives requires some combination of construction access easement or slope easements. Please assist the City's understanding by answering the following questions:

- How much of the acreage proposed for easements and acquisitions does UDOT intend to remediate following the project's completion?
- How much acreage does UDOT expect to remain in the new management prescription without remediation?
- Will UDOT remediate construction access easements and acquisitions areas following construction, or will access be maintained?

Should either transfer of lands under 23 USC Section 317 or special use permits occur to accommodate any transportation alternatives, including snow sheds, the City expresses its preference that USFS special use permits be the preferred means of acquisition. Special use permits allow greater opportunities for management of the affected areas in the best interest of water quality and watershed health. Should special use permits be the selected method, the City asks to be involved in decisions regarding the permit requirements. Should the chosen alternative be to acquire land under 23 USC Section 317, the City requests that UDOT continue prior watershed priority prescriptions to the greatest extent possible. Further, the City requests involvement and review of land use decisions for the selected lands to ensure that potential impacts to water quality are addressed, mitigation measures taken, and that canyon water quality remains protected.

Chapter 10 – Air Quality

Air quality is of critical importance to Salt Lake City and each of the transportation alternatives has an air quality impact. We would like more time to review this section and provide comments.

Chapter 11 – Noise

City comments regarding noise are included in other Chapter comments.

Chapter 12 – Water Resources

Watershed Protection (Section 12.2.3)

The City appreciates UDOT's inclusion in the chapter the importance of the Big and Little Cottonwood Canyon watersheds as culinary source waters for the Salt Lake Valley. We ask UDOT also include that this is, and will continue to be, the primary purpose of the watersheds as they have been for over 100 years.

The figure depicting water rights and points of diversions is incomplete. The City can help update this figure. Salt Lake City holds the majority of surface water rights in the Big Cottonwood and Little Cottonwood watersheds. Sandy City also holds water rights in Little Cottonwood Canyon. Additionally, there are non-consumptive water rights held by energy interests that are not shown.

For instance, the City treats its water resources at the mouth of Big Cottonwood Canyon at the Big Cottonwood Treatment Plant, which is not shown on the figure. The

water systems shown that are operated by the Town of Alta and Service Area #3 use a contractually limited amount of the City's water rights pursuant to water supply contracts and do not have their own water rights. The City and Sandy City put to beneficial use the majority of Little Cottonwood water through treatment at Metropolitan Water District of Salt Lake and Sandy's Little Cottonwood Water Treatment Facility. This water is then distributed to and relied upon by residents within the service areas of Salt Lake City, Sandy City and the Metropolitan Water District of Salt Lake and Sandy (MWDSLs).

The chapter does not adequately address whether any of the alternatives have the potential to impair surface water rights through impacts to water diversions or water delivery infrastructure. It may be helpful to UDOT to meet with Salt Lake City, MWDSLs, and Sandy City to better understand the water rights and delivery infrastructure in the study area.

The chapter does not identify whether any of the alternatives could result in an increased demand for water in the study area. There are significant current and future limitations in the use and availability of water in Little Cottonwood and Big Cottonwood Canyons. We see two areas where water demand could be affected: 1) through increased visitation to the ski resorts that rely on the City's water rights and do not have their own; and 2) through the development of transit facilities and amenities. The City's ordinances do not permit new or expanded water supply contracts within the watershed.

The City requests clarification concerning water resources and the implementation of the following: Best Management Practices (BMPs), assertions that snow sheds will have no impact on water quality, the impacts of avalanche detritus, vegetation of external roofs, and that water fire suppression.

Environmental Consequences and Mitigation Measures (Section 12.4)

The City appreciates the efforts to include additional contaminants of concern requested. We recognize the modeling assesses the impact on water quality from the change in impervious surface. However, we request additional modeling to address other elements that have the potential to impact water quality such as increased use of the watershed, change in habitat and vegetation, etc.

General Assessments

Best Management Practices

The UDOT MS4 permit requires UDOT to address postconstruction stormwater runoff for new and redeveloped roads. The City requests UDOT address stormwater runoff for all alternatives throughout Little Cottonwood Canyon, even if it does not include new or redeveloped roads. For example, incorporating BMPs along the current road and associated parking would benefit water quality and riparian habitat. All BMPs must be monitored and maintained in perpetuity to ensure they function according to design. The City requests more information from UDOT specific to the

percentage of new impervious surfaces associated with each alternative that will not allow for the implementation of BMPs to be specified in the LCC EIS. For instance, UDOT states that with regard to the proposed Enhanced Bus Service, only 64% of the new pavement area will allow for the installation of BMPs. The City asks UDOT for more information concerning each of the alternatives and the percentage of new impervious surfaces that will not qualify for the installation of BMPs. The City requests that UDOT identify in the chapter the specific areas that will not support BMPs under each alternative.

Snow Sheds with Berms

The City requests more information regarding avalanche berms and potential changes to slope angles resulting from both the implementation of berms and the construction of the avalanche sheds.

Snow Shed Detritus

UDOT ascertains snow sheds will not result in avalanche detritus deposited into the creek. However, no evidence, nor support for the argument that avalanche sheds will not direct detritus into the creek, is found in Chapter 12. Please describe how UDOT reached this conclusion.

Vegetation

- UDOT states that the external roofs of the avalanche sheds will contain vegetation. Please supply more information regarding vegetating the tops of the avalanche sheds. How will UDOT manage the vegetation and soil to limit runoff into the creek in the event of storms or avalanches?
- Fire Protection: UDOT asserts the adequacy of fire protection and states that the effluent from any fire will not be pumped into the creek should contaminants be present. In an emergency where fire suppression occurs, how will UDOT identify whether pollutants are present and whether the site is contained? What is the anticipated response time to identify whether contaminants are present before the decision to contain or pump the effluent into the stream? What specific criteria determine whether the effluent is directed to the stream or into a containment area? Further, UDOT must assure that PFAS containing fire suppression will be used.
- Accident Data: The City supports UDOT's evaluation of accident data and the locations of roadway departure accidents within the canyon and the review of mitigation measures to ensure that future accidents limit the harm resulting from those accidents and the potential for water contamination. The City requests continued analysis and collaboration on mitigation of the immediate risks from crashes and associated spills to water quality intakes associated with the existing Highway 210 roadway to continue improving protections for not only public safety on the roadway but public health associated with water quality. Identification of crash hotspots and situations where crashes either have spills leaking into the creek or vehicles crashing into the creek and mitigating these impacts would go a

long way towards protecting water quality threats from Highway 210. The City believes this is not only mandated by UDOT's compliance with their MS4 permit, but also the spirit of this analysis.

- **Emerging Contaminants:** The LCC EIS addresses existing contaminants of concern, but does not address the potential for emerging contaminants. The City requests UDOT include the potential for emerging contaminants associated with the alternatives, and incorporate a statement UDOT will develop strategies to prevent and mitigate impacts from emerging contaminants.

Transportation Alternatives

Enhanced Bus

The modeling demonstrates UDOT's projection under the enhanced bus peak shoulder lane alternative that instances of high-end streamflow would result in ten (10) days per year or 3% of annual streamflow time with elevated phosphorous levels. We recognize that according to the model, this does not exceed the numeric standards for headwater criteria. However, the City feels it is important to demonstrate the downstream impact to the lower watershed, including the Jordan River. Elevated Phosphorous, as well as other nutrients, contributes to eutrophication, reduction in dissolved oxygen (DO), contribute to harmful algal blooms (HABs), as well as other impacts to the ecological system. Should the alternative demonstrate elevated nutrients, does UDOT have a strategy to address the nutrients to mitigate impacts to the area detailed in the EIS as well as downstream impacts?

Gondola Alternatives

The City is pleased to see that UDOT will be investigating a leak-detection system and an alarm for the fuel tanks associated with the gondola alternatives. The City asks that UDOT keep the City apprised of this investigation's results and requests a commitment that should a suitable alarm system be located, that implementation will follow. Additionally, the City appreciates UDOT's determination that UDOT will use dual-walled fuel containers with full contamination measures where fuel storage is necessary. The City additionally requests full secondary containment for any above ground storage, regardless of double walled tanks, especially with Gondola Alternative B with the La Caille base station as it is so close to not only the creek but also the water treatment plant for Little Cottonwood Creek. Further, the City requests UDOT ensure to address the potential for spills and leaks from associated piping and filling areas. The City notes that even with prevention and contamination measures present, the presence of multiple large fuel storage areas results in risks to the watershed that do not exist in alternatives where such containers' presence is not required.

Cog Rail

As requested in the General Assessments above, the City requests clarification regarding the percentage of areas impacted by the cog rail that will allow for the implementation of BMPs for stormwater runoff. Of the 43 acres of new impervious

surfaces associated with this alternative, how much of the acreage will include BMP mitigation measures? The introduction of any new impervious surfaces in the watershed has cascading impacts on ecosystem viability and integrity throughout the canyon and downstream waterbodies

On what basis does UDOT assert that the 23-miles of track components comprising the cog rail corridor will result in runoff pollutants generated at the same concentration as highway stormwater runoff? Why are no BMPs assumed? Would the 23-mile cog rail corridor not result in additional contaminants introduced from either the tracks or the cog?

Chapter 13 – Ecosystems

The Wasatch Mountains present City residents with the nearest opportunity to view wildlife. For many residents, the opportunity to view a moose or follow a raptor's flight is their primary reason for accessing the Wasatch. For this reason, the City comments briefly on the project's impacts on wildlife and would like to direct attention to the 2015 Presidential Memorandum directing agencies to avoid and minimize adverse impacts to land, water, wildlife, and ecological resources.⁸

Snow Sheds with Berms and Snow Shed with Road Realignment

Both snow shed alternatives are integral to each transportation alternative. Rather than repeating snow shed related comments with each alternative, the City will address the snow sheds here for the sake of brevity. UDOT states that the snow sheds with berms option will impact 15 and 18 acres, respectively. All options but the cog rail consist of three sheds totaling 2,465 feet. The cog option requires five snow sheds to cover the combination of road and cog rail alignment fully. The five sheds associated with the cog will impact 20 acres.

- **Wildlife:** UDOT asserts that the 2,465 feet of additional snow shed infrastructure will not hamper wildlife and "only slightly increase the barrier effect on an area that is likely already avoided by most wildlife." See 13-31. The City asks that UDOT provide the data forming the basis of this statement. UDOT also states that construction impacts to sensitive species such as raptors that may be present will result only in short-term consequences, and "no long-term impacts would occur." See 13-32. Concerning raptors, the U.S. Fish and Wildlife Service defines short-term impacts as activities that occur outside of a breeding season and end prior to nesting season. The service defines long-term activities as those which extend beyond the nesting season.⁹ Under these parameters, UDOT's project should be considered a long-term impact. General guidelines to protect raptor nest and roosting recommend spatial and seasonal buffers, with limited activities near to

⁸ Presidential Memorandum, 80 Fed. Reg. 68743 (Nov. 6, 2015).

⁹ LAURA A. ROMIN & JAMES A. MUCK, U.S. FISH AND WILDLIFE SERVICE, UTAH FIELD OFFICE, UTAH FIELD OFFICE GUIDELINES FOR RAPTOR PROTECTION FROM HUMAN AND LAND USE DISTURBANCES (2002 Update). <https://www.resolutionmineeis.us/sites/default/files/references/usfws-2002.pdf>.

occupied or unoccupied nesting areas due to raptors' high degree of fidelity to nesting locations.¹⁰

To ensure minimum impacts on wildlife, UDOT should follow Utah-specific mitigation measures identified by the U.S. Fish and Wildlife Service and the Division of Wildlife Resources.

- **Native Plants / Weeds:** Salt Lake City requests that UDOT make all efforts to help reduce occurrences of noxious weeds and prevent the establishment of new infestations resulting from construction activities by observing best practices. In remediating construction sites, the City asks UDOT to use diverse native plants suitable for supporting endemic plant communities and providing necessary forage and habitat for wildlife. Further, the City requests UDOT actively monitor and maintain the remediation until the desired vegetation is fully established.
- **Water Quality:** There will be impacts on water quality marked by increased sedimentation and degraded water quality. In addition to implementing BMPs, the City asks that in selecting the transportation alternatives UDOT follow the guidelines identified by the Presidential Memorandum in emphasizing avoidance and minimization of impacts to water quality in both direct and indirect effects.

Enhanced Bus

The Enhanced Bus Alternative converts 15.28 acres for transportation. These comments incorporate the avalanche mitigation wildlife, noxious weed, and water quality comments located above.

Enhanced Bus in Peak-Shoulder Lane

Enhanced Bus in Peak-Shoulder Lane alternative converts 85.86 acres for transportation representing a more considerable loss of habitat and more significant impacts to water resources. These comments incorporate the avalanche mitigation wildlife, noxious weed, and water quality comments located above.

Gondola A

The Gondola A alternative converts 12.40 acres for transportation. This acreage includes lands further from the road used as tower footings. These lands used by the gondolas footings would no longer be managed for wildlife or water quality but managed by UDOT for transportation. UDOT will obtain the land either through 23 USC Section 310 or a special use permit. This change in management prescription in areas removed from the road may impact wildlife habitat and ecosystem health not discussed in the chapter. These comments incorporate the avalanche mitigation wildlife, noxious weed, and water quality comments located above.

- **Wildlife:** In addition to the incorporated comments above, the City notes that construction of the gondola alternatives will rely heavily on helicopters and may

¹⁰ *Id* at 15-17.

adversely impact nearby raptors. Raptors are sensitive to helicopters hovering near nest sites and to high noise levels.¹¹ Helicopter activity will impact cliff-nesting raptors as identified by UDOT and raptors nesting in trees near the gondola towers. The USFWS recommends spatial buffers for raptors should be 0.25 to 0.5 of a mile depending on species.¹² We want to ensure UDOT takes into account the need for these protections, and thus we have questions. What action will UDOT take should raptor nests be identified within the recommended spatial buffer between the nests and gondola towers? Construction, including helicopter use and blasting, will occur during raptor nesting and breeding season. What actions will UDOT take to mitigate these impacts to raptor populations? Noise associated with the everyday use of the gondolas also stands to impact raptors. What steps will UDOT take to ensure that the noise produced through gondolas' daily use will not negatively impact raptor populations?

Gondola B

The Gondola B alternative converts 28.58 acres for transportation. These comments incorporate the avalanche mitigation wildlife, noxious weed, and water quality comments located above.

Cog Rail

The Cog Rail alternative converts 126 acres for transportation. These comments incorporate the avalanche mitigation wildlife, noxious weed, and water quality comments located above. In addition, to having four times the impact on acreage as other alternatives, the cog rail also requires two additional snow sheds as well as a three-foot-tall concrete barrier bifurcating S.R. 210 for the entire length of Little Cottonwood Canyon.

- **Wildlife:** The combination of five snow sheds and a canyon-long three-foot-tall barrier constitutes a significant barrier to wildlife movement.
- **Noise:** UDOT states that cog rail noise levels will be 65 dBA measured from 105 feet from the rail line. No other alternatives included noise levels measured at a distance. Why is the cog rail measured differently? What will the noise levels be when measured at the cog rail? As noted earlier, wildlife, particularly raptor communities, are impacted by noises measured at 45 dBA. The cog rail's noise levels of 65 dBA, from 105 feet away, will significantly impact raptor populations. What is the cumulative noise of 59 dBA roadway and an immediately adjacent cog rail line? As UDOT explains, not just raptors are affected by heightened noise levels. Terrestrial mammals experience increased stress hormone levels and decreased reproductive efficiency at noise levels between 52 and 68 dBA. It's difficult to say for certain as UDOT only offers noise measurement at a distance of 105 feet, but it is likely that within the 105 feet radii noise levels approach, if not exceed 68 dBA. We are concerned the combination of cog rail and roadway is likely

¹¹ *Id.* at 9.

¹² *Id.* at 21 – 23.

to exceed these levels. Please describe UDOT's strategy to mitigate the noise impacts whereas not to negatively impact wildlife the canyon's acoustic character.

Chapter 14 – Floodplains

The City appreciates UDOT incorporating floodplains into the analysis. We feel it is important to incorporate the state and local regulatory authority for flood control. The state of Utah mandates authority to Salt Lake County (County) to ensure the conveyance of natural storm and flood waters in the natural channels within Salt Lake County and incorporated municipalities within Salt Lake County (UCA 17-8-5). Further, per Salt Lake County Ordinance Title 17 Chapter 8 Salt Lake County facilities listed in Salt Lake County Ordinance 17.08 are subject to the flood control activities described in the Utah Code Annotated (UCA) Title 17 Chapter 8 (Salt Lake County, 1982).¹³ Little Cottonwood Creek is part of the Salt Lake County Flood Control System and is subject to the provisions of Chapter 17.08 relating to such facilities.

In addition, we ask UDOT to incorporate the many benefits of floodplains. Floodplains benefit water quality by limiting stream velocity and protecting against flooding, erosion, and impacts to stream turbidity during large-scale storm events. Adequate floodplains reduce expenses resulting from flooding, such as negative impacts to property and infrastructure, adverse effects on water quality and treatment costs, and expenses associated with remediation. Floodplain protection also has benefits for conservation and wildlife.

Climate change will result in more intense storms and rainfall increases in the months once dominated by snowfall. Intact and functional floodplains will be necessary to ensure that a changing climate will have limited impacts on water quality and that the expenses associated with water treatment will not significantly increase. For this reason, the City asks UDOT to ensure that floodplains remain intact. Where appropriate, the City urges UDOT to implement BMPs to protect against stream velocity increases within the streambed, floodplain, and inputs such as culverts that contribute to the creek. The City asks UDOT to limit activities that will result in shrinking floodplains, narrowing the creek and riparian corridor, increasing erosion, and leading to issues affecting the City's ability to treat canyon water inexpensively.

Chapter 15 – Cultural Resources

The City does not have comments at this time on Chapter 15 – Cultural.

Chapter 17 – Visual Resources

City comments regarding visual resources are included in other Chapter comments.

¹³ Salt Lake County (1982). Flood Control and Water Quality. 17. Salt Lake County.

Chapter 21 – Cumulative Impacts

Resources not requiring detailed analysis (Section 21.2.3.1)

Land Uses

The UDOT analysis does not review cumulative impacts of property acquisition outside the right-of-way of S.R. 210, stating that land uses do not change, and there is no need for analysis. However, as identified in an earlier chapter, significant land-use changes occur where areas currently managed for watershed priorities will be acquired via 23 USC 317 or easements and special use permits. What are the cumulative impacts of changing the management prescription of these lands?

Noise

UDOT states that a cumulative assessment of noise is unnecessary because the addition of 2 dBA is, for the human ear, limited. However, we have questions we feel need to be assessed. Will the 2 dBA increase result in a broader acoustic footprint for noise in the canyon resulting in noise heard at higher elevations or further from the roadways? Will the estimated increase impact sensitive animal species? The noise corridor overlaps with Little Cottonwood Creek, which is an important wildlife corridor. Will the increase in noise deter wildlife from using this critical corridor?

Impacts to Recreation (Section 21.3.1)

Enhanced Bus Alternatives

These alternatives will deliver an additional 2,283 skiers to the resorts and backcountry. UDOT foresees that this may lead to a continued, incremental reduction in winter users' recreation experience in upper Little Cottonwood Canyon. Increased backcountry use will likely increase pathogenic pollution as users elect to disperse further from resort facilities to escape what UDOT identifies as a degraded recreational experience. Thus, the City has concerns about the impact on water quality.

The City has concerns about the impact on wildlife. Has UDOT assessed the impact of additional winter users on wildlife habitat and population as skiers seeking to escape the reduction in recreation experience by resorting to side and backcountry activities?

Cog Rail

The cog alternative will have an impact on recreation in Little Cottonwood Canyon. According to UDOT, the alternative results in the destruction of parts of the Alpenbock Loop and nationally recognized boulders popular with the climbing community. We request the impacts to recreation resources be included in the cumulative assessment.

Impacts to Water Resources (Section 21.3.2)

There currently exist 39 acres of impervious surface associated with S.R. 210. Each of the alternatives will result in increases to this acreage amount. One proposed alternative, cog rail, will double the amount of impervious surfaces.

Gondola Alternatives

According to UDOT, these alternatives will result in four (4) to ten (10) additional acres of impervious surfaces. The City has questions concerning how UDOT arrived at this number and how much acreage will be temporarily or permanently disturbed for tower footings and access roads. UDOT may not categorize this area as impervious surfaces, but there will be disturbances associated with the alternatives that are of concern nonetheless.

- How does UDOT identify the amount of acreage disturbed for gondola tower footprints?
- How much acreage will be impacted by gondola footings and access roads, for both construction and permanent maintenance access? How much acreage does UDOT anticipate gaining easements for or acquiring via 23 USC 317?
- How much acreage associated with the easements, acquisitions, construction, and access areas will be removed from management for watershed priorities to management for transportation purposes?
- Of the acreage disturbed for the gondola alternatives, how much will UDOT remediate, and how much will remain disturbed for maintenance or access purposes?

Cog Rail

This alternative results in 39 additional acres of impervious surfaces, double that currently in existence for transportation purposes in Little Cottonwood Canyon. This alternative includes four (4) additional acres at the mouth of the canyon for an operations and maintenance facility. This new impervious surface at the canyon's mouth will function as a base for the cog facility's operations and management. It will likely result in runoff concentrations and pollutant concentrations more significant than that of average highway runoff.

Impacts to Ecosystem Resources

Snow Sheds

In all instances that include snow sheds, UDOT asserts that impediments to wildlife movement will increase. However, the analysis states that wildlife avoids the avalanche shed locations "because of steep slopes and existing roadway." On what basis does UDOT make this assertion? Will UDOT provide the data showing that wildlife movement will not occur, or that occurrences are only limited in the areas where UDOT proposes locating snow sheds?

Gondola Alternative B:

The City requests the close proximity of the proposed increased parking at La Caille to the intake of the MWDSL Water Treatment Plant included in the assessment. This proximity increases the potential of pollutants from runoff and cars reaching the creek while limiting the time to respond before entering the treatment plant.

All transportation alternatives

All transportation alternatives result in more significant habitat fragmentation and increase visitation to Little Cottonwood Canyon. While the analysis states the impacts of fragmentation and use, other than determining effects to acreage, the study does not describe the expected cumulative impacts of such forces on already declining native plant and wildlife populations. Nor does the analysis identify mitigation measures in light of a cumulative assessment.

Cog Rail

Again, the cog rail alternative shows significantly higher impacts than other transportation options. This alternative also hardens habitat fragmentation by erecting concrete barriers that will impact wildlife movement.

Impacts to Visual Resources (Section 21.3.4)

Snow Sheds

The snow sheds will dominate the landscape and result in a fundamental change to the canyon's character by introducing large built structures to an area defined by and managed for natural and intact landscape character. Such overwhelming visual impacts will negatively affect user experience, degrade interactions with the landscape, and mar the beauty of a canyon globally known for its pristine aesthetic qualities. We are concerned this may result in economic impacts to recreation and tourism spending that counters the perceived economic benefits portrayed as resulting from the efficiency and reliability offered by the snow sheds.

Gondola

The construction of gondolas for the length of Little Cottonwood Canyon will result in a fundamental change to the canyon's character. The gondola alternatives' overwhelming visual impact will negatively affect user experiences, alter interactions with the landscape, and degrade a canyon known globally for its pristine beauty. The aesthetic impacts from the gondola alternatives' domination of the landscape may result in economic consequences to recreation and tourism spending that counters the economic benefits portrayed as resulting from the efficiency and reliability offered by the snow sheds. The suggested mitigation measure of painting the towers to match the landscape would require a world-class feat of trompe-l'oeil in as much as the towers will be up to 200 feet tall and feature signal lights in compliance with FAA regulations. Further, we anticipate questions regarding how the signal lights will impact wildlife and dark skies.

Cog Rail

The aesthetic impacts of the cog rail will be readily apparent to every canyon visitor as a new parking structure, a new maintenance yard and building, a reconfigured park and ride, and the elimination of nearby world-class rock-climbing bouldering areas will greet visitors at the canyon's entrance. The cog rail alternative further dominates the landscape by requiring larger and longer snow sheds and a cleared geometric right-of-way. As the EIS states, "the management of the byway to protect scenic vistas

and intrinsic scenic qualities would be inhibited and the visitor experience would be degraded.” The degradation of the visitor experience wrought by the cog alternative may result in economic impacts on recreation and tourism spending and harm the quality of life of City residents who visit the canyon to experience natural beauty.

Chapter 24 – Permits, Reviews, Clearances, and Approvals

The City does not have comments at this time on Chapter 24 – Permits.

Chapter 27 – Section 4(f) and Section 6(f) Evaluation

Salt Lake City’s proximity to the Wasatch Mountains is one reason individuals and businesses from throughout the world relocate here. Impacts on recreation opportunities in the Wasatch may have implications for our city’s economic success and our residents’ quality of life. For this reason, Salt Lake City comments on project alternative impacts on 4(f) resources located in Little Cottonwood Canyon.

Section 4(f) applies to significant publicly owned parks and recreation areas open to the public. The area must be officially designated as a park or recreation area.¹⁴ In evaluating whether or not an area is formally designated and whether the area’s purpose is recreational, evaluating parties are to review the management plans that govern the property.¹⁵ The City asks UDOT to examine whether public recreation areas such as trails and climbing areas are subject to 4(f) protection. UDOT and the Forest Service should expand the 4(f) analysis beyond the existing study area boundaries in these areas as the impacts will extend beyond the study area boundary and throughout the entirety of the 4(f) properties. Some transportation alternatives examined by UDOT, such as the cog rail line, threaten to eliminate recreation opportunities residents have relied on for decades. The City asks UDOT to conduct a 4(f) analysis of areas in the canyon detailing which resources may qualify for this protection and articulating why or why not this protection is warranted.

Enhanced Bus

This alternative appears to only result in minor changes to 4(f) identified areas.

Enhanced Bus with Peak Shoulder

This alternative has greater impacts, primarily on parking areas for trailheads. However, the alternative does result in consequences to the Alpenbock Trail, loss of the Parking Lot West Boulder, impacts to the Grit Mill area, and temporary impacts to Temple Quarry.

¹⁴ UDOT, LITTLE COTTONWOOD CANYON, DRAFT ENVIRONMENTAL IMPACT STATEMENT: CHAPTER 27-2 (February 2021).

¹⁵ PROJECT DEVELOPMENT AND ENVIRONMENTAL REVIEW, U.S. DEPT. OF TRANSP. & FED. HIGHWAY ADMIN., SECTION 4(F) POLICY PAPER, 24 (July 20, 2012). See also *Id.* at 26.

Gondola Alternatives A and B

The gondola alternatives establish an aerial highway traversing the length of Little Cottonwood Canyon. The impacts of this aerial highway share similarities with traditional highways. The noise levels of the two are equivalent. The aerial highway's visual effects will be unrelenting, with megastructures extending resort-style modern brutalist architecture concepts the length of the canyon.¹⁶ The infrastructure required for both Gondola Alternatives will impact numerous 4(f) designated areas, including Tanners Flat campground, Alpenbock Trail, and the Grit Mill area.

- **Tanners Flat:** The Tanners Flat campground, identified as the entire area's boundaries and not just the campground proper, stands to experience significant impacts resulting from the gondola alternatives.
 - **Noise:** The Gondola will impact 2,300 feet of the Tanners Flat Campground. The gondola will emanate noise over the campground equal to the noise produced by the nearby road. The noise level is so great that UDOT and USFS anticipate this will affect individuals' willingness to camp at Tanners Flat.
 - **Privacy and Visual Impacts:** The gondola alternatives will result in gondola cars traveling directly over Tanners Flat Campgrounds. The gondola cars, passengers, and infrastructure will create a visual nuisance for campers and destroy solitude. The overhead gondolas will remove any sense of privacy that campers may hope to achieve. Mitigating impacts to the campground will result in moving the large group site away from the aerial highway. Other campsites will remain subject to the visual effects and the noise and privacy intrusions produced by the aerial highway.
 - **Actual Use:** According to the Section 4(f) Policy Paper produced by the FHA, Section 4(f) requirements apply to bridging over publicly owned recreation areas. The policy paper states that actual use occurs when "appurtenances are physically located in the Section 4(f) property if piers or other appurtenances are physically located in the Section 4(f) property."¹⁷ Situating gondola towers or other infrastructure within Tanners Flat campground boundary constitutes actual use of the 4(f) property.
 - **Constructive Use:** Due to impacts on Tanners Flat, UDOT and USFS should review the gondola alternatives to identify whether a constructive use of the property will occur. A constructive use occurs when:

¹⁶ MEGAN DANIELS, SWCA ENVIRONMENTAL CONSULTANTS, SIGNIFICANCE OF SNOWBIRD SKI RESORT: LITTLE COTTONWOOD CANYON SR-210 ENVIRONMENTAL IMPACT STATEMENT, TECHNICAL MEMORANDUM (November 6, 2020).

¹⁷ PROJECT DEVELOPMENT AND ENVIRONMENTAL REVIEW, *supra* note 15, at 59.

[T]he project's proximity impacts are so severe that the protected activities, features, or attributes that qualify the property for protection under Section 4(f) are substantially impaired. Substantial impairment occurs only when the protected activities, features, or attributes of the property are substantially diminished.¹⁸

According to the Section (4) Policy Paper, where a bridge spans the Section 4(f) property entirely, "the proximity impacts of the bridge will result in a constructive use."¹⁹ A constructive use occurs when "[t]he projected noise level increase attributable to the project substantially interferes with the use and enjoyment of a noise-sensitive facility of a property protectable by Section 4(f) such as ...sleeping in the sleeping area of a campground."²⁰ According to the C.F.R. a constructive use also occurs when the "proximity of the proposed project substantially impairs esthetic features or attributes of a property protected...where such features or attributes are considered important contributing elements to the value of the property."²¹

Because the gondola alternatives may require placing gondola towers within Tanners Flat boundaries, there may be the actual use of a 4(f) property. Because the gondola aerial highway spans the entirety of Tanners Flat, produces noise that will impact campers, and substantially impairs the campground's aesthetics, there is a constructive use of the Tanners Flat campground. From the review of the LCC EIS, UDOT did not evaluate the gondola options' actual or constructive use of Tanners Flat according to the requirements of 23 C.F.R. 774.15. UDOT did not assess the constructive use of Tanners Flat as directed by FHA guidance materials. Therefore, a new analysis of the gondola options' actual and constructive uses must occur.

Gondola - De Minimis Impact: In not analyzing the gondola's entire span over the Tanners Flat property as a constructive use, UDOT improperly concluded that the gondola options' have a de minimis impact on Tanners Flat campground. A de minimis impact is a finding that after avoidance, minimization, mitigation, or enhancement measures are taken, results in either a finding of no adverse effect or a determination that the project would not adversely affect the features or attributes of the 4(f) property.²² From review of the LCC EIS, there are limited means of avoiding, minimizing, or mitigating the noise or aesthetic impacts of the gondola on the 4(f) property at Tanners Flat. We request UDOT and USFS reevaluate the 4(f) analysis of the gondola projects' effect on Tanners Flat campground in light of the previously unevaluated constructive use of the property.

¹⁸ 23 C.F.R. § 774.15.

¹⁹ *Supra* note 15, at 59. *See also* 23 C.F.R. 774.15.

²⁰ 23 C.F.R. 774.15(e)(ii).

²¹ 23 C.F.R. 774.15(e)(2).

²² *Supra* note 15, at 8.

- **Alpenbock Trail:** The gondola alternatives will result in actual uses of the Alpenbock trail and parking. The alternative will impact the parking lot for the Alpenbock resulting in a reduction of 65 parking spaces. The alternative impacts the Alpenbock Trail, resulting in the removal of 460 feet of trail. The 4(f) analysis analyzes these actual uses and finds a de minimis impact. The 4(f) analysis did not review constructive uses of these areas by the gondola as required by 23 C.F.R. 774.15 and as necessary for overhead installations as identified by the Section 4(f) Policy Paper.²³
- **Grit Mill:** The gondola alternatives result in the constructive use of the Grit Mill trailhead and trails. UDOT should undertake a 4(f) analysis of the gondola alternative impacts as required by guidance relative to overhead installations identified by the Section 4(f) Policy Paper.²⁴

Cog Rail

This alternative results in a host of 4(f) impacts within the canyon. The cog line will result in trail loss to nine (9) named trails and about 10,000 feet of informal trails. These trails result from years of cumulated work by recreation and conservation communities, made possible by public-private partnerships, and brought about by volunteer labor and donated resources. Further, the proposal will eliminate or remove access to fourteen (14) different bouldering areas in Lower Cottonwood. These areas have been the subject of conservation actions and graffiti removal efforts using taxpayer dollars and significant citizen volunteer hours.

- **Alpenbock Trail & Grit Mill:** The cog rail results in the removal of 2.75 acres of land located at the park and ride lot. The cog rail alternative will result in significant impacts on the newly constructed Grit Mill. The alternative results in removing 1,700 feet of the Alpenbock Trail Loop and the destruction of boulders relied on by the climbing community for decades.

In addition, UDOT should reevaluate the cog rail option to determine if constructive uses are present. The cog alternative requires a new multilevel facility with lights, diesel storage, and constant noise resulting from the power generation necessary to propel the cog train. UDOT states that cog rail noise levels will be 65 dBA measured from 105 feet from the rail line. This noise level is greater than that of the existing nearby roadway. Hiking and climbing areas are within 105 feet of the road. The addition of a noise source equivalent to that of a busy road may substantially degrade the experiences of those on the nature trail, hiking, or climbing to such an extent that it may constitute a constructive use of these 4(f) areas. UDOT and USFWS should reevaluate the cog rail option to determine whether the

²³ *Supra* note 15, at 59

²⁴ *Id.*

noise resulting from the rail alternative will constitute a constructive use of the Alpenbock Loop Trail, the Grit Mill Trailhead, and the Temple Quarry Nature Trail.

- **Tanners Flat:** Cog rail impacts on Tanners Flat should be reviewed and reevaluated to determine whether this alternative results in a constructive use of the campground due to changes in noise or aesthetics.

Non-Alternative Related Comment

Study Area

UDOT states in 27.1 (Introduction) that "the study area shifts or widens in some locations to accommodate the topography of Little Cottonwood Canyon and the project alternatives." The City asks UDOT to include a map specific to each project alternative and how and where the 100-foot-wide 4(f) study area shifted according to each project.

3. Conclusion

The City appreciates the collaboration, meetings, and discussions with UDOT throughout the LCC EIS process. In addition to the City's input, please consider the attached comments from MWDSL. Thank you for your consideration of Salt Lake City's input on the preliminary draft chapters (Group 2) during this comment process. We hope to enhance this process through our participation.

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

Sincerely,



Laura Briefer, MPA
Director of Salt Lake City Public Utilities

CC: Vince Izzo, HDR
Mike Devries, Metropolitan Water District of Salt Lake and Sandy
Rusty Vetter, Salt Lake City Deputy City Attorney
Marian Rice, Salt Lake City Department of Public Utilities
Patrick Nelson, Salt Lake City Department of Public Utilities

Attachment: Metropolitan Water District of Salt Lake and Sandy Comment Matrix

Comment Response Matrix

Document Title	Little Cottonwood Canyon Draft EIS, Chapters 2, 3, 10, 11, 12, 13, 14, 15, 17, 21, 24, and 27	Preparer	Eric Sorensen	Date	March 2021
Document Date	February 2021	Organization	MWD/SLS		
Item	Commenter	Old Page	Line	Comment	Response
1.		2-32	17	2.2.3.1.2 – The document states that "...the gondola or cog rail could become a tourist attraction for those already traveling to Utah to visit other nearby attractions. This tourist attraction could provide an economic benefit to the tourism industry..." Since these two alternatives have been identified as potential tourist attractions, they should be evaluated for additional impacts related to increased recreational use and development pressure which could have potential negative impacts on water quality.	
2.		2-37	20	2.3.4.2 – Design of stormwater drains should be coordinated with water systems. Location of stormwater discharges should be shared to help in response to chemical spills that might enter stormwater drains and get into the creek.	
3.		2-42, 2-63, 2-68, 2-79, 2-90		Chapter 2, 2.6 – There is a big difference in the travel times for transit compared to personal vehicles for the gondola and cog rail options. The gondola and cog rail options also require multiple transfers. The concern is that these factors will dissuade people from using these options and will result in other solutions needing to be implemented later.	

DATE

Comment Response Matrix

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Document Date	February 2021				Organization	MWD/SLS		
Item	Commenter	Old Page	Line	Comment	Response		New Page	QC/Concurrence

4. 3-8 3.3.2.1.7 – This section mentions that the USFS will work to reduce private vehicle use in the canyons. Reducing private vehicle use should be considered in the evaluation of the alternatives. Reduced private vehicle use is beneficial for water quality because it reduces the number of vehicle accidents that can result in contamination of the creek.

5. Chapter 12 should include an analysis of short term impacts to water quality in addition to the long term impacts. This would be helpful for selecting alternatives. Some of the short term impacts may be significant as we have seen with other construction projects.

6. Chlorides are identified as a contaminant of concern in Chapter 12. The modeling results show small increases in chloride concentrations for the different alternatives but MWD/SLS regularly sees higher chloride concentrations than what the modeling results show in the spring. We are concerned that the increased levels of chlorides in the spring due to increased application of road salts that can be expected from some of the different alternatives are not adequately represented in the modeling results. If chloride levels increase significantly, this could require addition of expensive treatment processes. There should be further analysis in this chapter on road salting impacts on water quality.

DATE

Comment Response Matrix

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Document Date	February 2021	Organization	MWD/SLS		
Item	Commenter	Old Page	Line	Comment	Response
7.		12-4	41	12.2.3 – Non-point sources are mentioned in this section. Traffic, development and recreation are non-point sources that have been identified in the canyon. Increased use of the canyon as a result of the proposed alternatives could change the analysis of whether these sources are controlled or uncontrolled. Uncontrolled sources of pollution require action to attempt to control the source of pollution. This highlights the importance of analyzing impacts to water quality that could be associated with the proposed alternatives	
8.		12-7	1	12.2.5 – As previously mentioned, stormwater management is key in LCC because of the importance of LCC as a drinking water source.	
9.		12-9	3	12.2.7 – Surface water zones are not defined in this chapter but all of the proposed alternatives impact surface water zone 1 (1/2 mile from the high water mark).	
10.		12-23	6	12.4.3.4.1 – This section mentions that snow sheds will not impact water quality. We have concerns about snow sheds leading to additional sediment and debris in the creek especially before vegetation is established.	
11.		13-25	15	13.3.2.4 – Riparian habitat is beneficial to water quality. Riparian habitat should be maintained during and after the implementation of any of the proposed alternatives.	

D&JF

3 of 4

Comment Response Matrix

Document Title	Little Cottonwood Canyon Draft EIS, Chapters 2, 3, 10, 11, 12, 13, 14, 15, 17, 21, 24, and 27	Preparer	Eric Sorensen	Date	March 2021
Document Date	February 2021	Organization	MWD/SLS		

Item	Commenter	Old Page	Line	Comment	Response	New Page	QC/Concurrence
12.		13-26	29	13.4.1.2- Lists impacts from increased traffic and recreation including disturbed soil and noxious weeds. These impacts, especially disturbed soils, can have adverse effects on water quality. This further highlights the need to expand water quality analysis beyond the impacts from increased impervious surfaces.			
13.		21-10	7	21.3.1.2 – Future recreation predictions are that visitation will increase from 2.1 million in 2013 to 3.4 million in 2050. This level of increase, if not managed properly, will have water quality impacts. It seems logical that implementation of the proposed alternatives would increase the amount of recreational use of the canyon. This increase in recreation and its impact on water quality should be analyzed in the document.			

DATE:

ERIN MENDENHALL
Mayor



DEPARTMENT OF
PUBLIC UTILITIES

February 10, 2021

Little Cottonwood EIS
c/o HDR
2825 E. Cottonwood Parkway, Suite 200
Cottonwood Heights, Utah 84121

Subject: Comments for the Little Cottonwood Canyon Environmental Impact Statement preliminary draft resource chapters (Category 1), January 2021.

To Whomever This May Concern:

This letter transmits comments from the Salt Lake City Department of Public Utilities (Salt Lake City, or the City) in response to the Utah Department of Transportation's (UDOT) *Little Cottonwood Canyon Environmental Impact Statement, S.R. 210 -- Wasatch Boulevard to Alta*, preliminary draft resource chapters (Category 1), dated January 2021 (LCC EIS). As a cooperating agency, the City appreciates the opportunity to provide input for the preliminary draft chapters. We understand another round of Resource Chapters will be provided to us on February 15th for review..

Legal Obligations and Special Expertise

The Little Cottonwood Canyon watershed provides a significant portion of the City's water supply. The City has legal jurisdiction within Little Cottonwood Canyon related to its water rights, watershed management, and water infrastructure. Therefore, the City has specialized expertise within the LCC EIS study area, which we feel benefits the process.

As noted in previous LCC EIS comments to UDOT, the City is committed to fulfilling its critical duty of providing clean, safe, affordable, and high-quality water for the more than 360,000 Salt Lake Valley residents. Further, federal and state regulations obligate the City to provide clean, safe water to protect public health. This includes the federal Safe Drinking Water Act, the Utah Water Quality Act, and state statutes related to the management and use of public water resources. The City in turn regulates certain activities in order to meet these legal obligations.

In addition to our legal obligations and special expertise, the Salt Lake City Municipal Corporation has divisions and departments that have service obligations related to transportation, transit, equity, and quality of life, to name a few.

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Category 1 Resource Chapters

A. Chapter 4 – Community and Economic Impacts

The City believes that Little Cottonwood Creek and its tributaries could reasonably be considered to meet the definition as a Quality of Life resource under Chapter 4.3.2. Little Cottonwood Creek is a primary water supply for more than 360,000 people in the City's water service area, as well as almost 100,000 people in Sandy City's water service area. It also is a source of water for the Town of Alta, Snowbird, and Salt Lake County Service Area #3. It is the most important underpinning of the economic and public health well being of Salt Lake Valley and canyon residents and businesses. This source of drinking water is essential to the region's quality of life and economic prosperity. Hundreds of millions of public dollars have been invested in water rights and infrastructure to acquire, treat, and deliver Little Cottonwood Creek to people's taps.

The creek is also a major draw for those recreating in the canyon for fishing and as an aesthetic resource. Chapter 4.4 could then address whether there are impacts that could or could not be mitigated under each of the alternatives.

B. Chapter 5 – Environmental Justice

Although the UDOT EIS analyzes the environmental justice (EJ) impacts on the communities within the geographic area of the project, it does not analyze the equity and fairness impacts on all communities in which the burden of cost may be borne, including EJ communities. Thus, UDOT's EJ analysis should extend beyond the corridor of immediate impact to include affected communities beyond those immediately located near the ski resorts and sites adjacent to the proposed transportation alternatives. This is important, as the alternatives may impact these communities in several ways.

1. Consideration of Project Costs on the Broader Community:

Project Costs: Per the LCC EIS Purpose and Need, each of the transportation alternatives directly serves the resorts. Thus the alternatives primarily benefit the resorts, the recreational community the resort's serves, and the additional recreationists which the transportation alternatives will allow to visit the resorts due to the transportation proposals. However, it is assumed that a much broader segment of the region's population will be needed to contribute revenues for capital improvements and life-cycle operations. It is unclear if this would be in the form of increases in taxes, increased transit fees, or a decreased capacity of the state and transit agencies to address other state transportation and transit needs. EJ communities may already have greater transportation and transit needs than the general population, and are likely to have less ability to absorb increased taxes, rates, and fees. We realize this is a more complicated analysis, but it is a question that has been raised during public conversations. The City does have a population that would be paying for the project with disproportionate impacts or would be impacted should the alternative necessitate a deferral of other state transportation or transit agency projects.

2. **Water Ratepayers:** In the vain of evaluating broader community costs associated with the project alternatives, a specific group that could be impacted are water rate-payers. Alternatives that have a higher risk of long-term impacts on water quality will create a greater likelihood that capital and operational improvements would need to be made to the water system to mitigate those impacts. Also, should any of the alternatives require that water infrastructure be realigned or moved, or that land owned by water utilities must be taken to support the alternative, there will be an impact to rate-payers. The City, Metropolitan Water District of Salt Lake and Sandy (MWDSL), and Sandy City each have capital improvement plans to rehabilitate and replace aging water infrastructure, which will require water rate increases. Adding financial burden to water utilities through any of these alternatives would result in either foregoing critical aging infrastructure replacement projects to reduce rate impacts to EJ communities or further increasing rates that may not be affordable to members of EJ communities.
3. **Region-wide Access:** UDOT's environmental justice analysis should consider EJ populations region-wide who rely on Little Cottonwood Canyon access. Residents from across the valley depend on access to Little Cottonwood for recreation and physical and mental well-being. Therefore, UDOT should extend the environmental justice analysis to include equity and fairness to areas beyond those contained in the current study.
4. **Tolls:** The environmental justice analysis should further analyze the impact tolls and the high price of public transportation will have in limiting the access of many communities to Little Cottonwood Canyon, or whether there is a scale that can be applied to tolling to mitigate this. Environmental justice communities, including low-income communities, may very well find that some proposed alternatives effectively bar access to public lands.

UDOT contemplates a vehicle fee of \$20 - \$30 to travel up Little Cottonwood Canyon. UDOT further proposes limiting the toll to the upper portion of the canyon. This action will have the effect of precluding access of low-income residents to public lands. The impact of such a division of access to the canyon based on economic access may very well incentivize recreation in the lower canyons, increase the density of recreational use, and create issues of water quality, and impair the quality of recreational experience.

UDOT's analysis states that the disproportionate impact of a canyon toll on low-income populations is negligible as those populations may avoid the toll by using public transportation. Utah leads the nation in average household and family size. An average Utah household consists of nearly four individuals. Currently, a round trip ski bus up Little Cottonwood Canyon costs \$9 per person. An average Utah family attempting to avoid the toll would end up paying \$36 in public transportation costs at the current rate, thereby exceeding the expense of the toll by \$6 - \$16 depending on the toll amount. Meanwhile, an individual with a season pass to a resort may have their public transportation partially subsidized by the resort.

Whether viewing the toll or the public transportation options offered as an alternative by UDOT, low-income populations and their access to public lands will be disproportionately impacted. We, therefore, encourage a mechanism to incentivize low rate public transportation to allow all residents to access the canyon.

5. **Parking:** Each transportation alternative relies on various parking configurations. It would be beneficial if the analysis identifies whether the parking will be free or if it will require payment. If there is a fee, what are the proposed fee and the purpose of the revenue?

C. Chapter 6 - Economics

We believe that the Economics chapter of the EIS document should state that providing drinking water to the arid valley below is a primary purpose of LCC, in addition to other nearby canyons such as Big Cottonwood Canyon (BCC). This purpose predates the other purposes and uses contemplated in this chapter and ignores the purpose of the establishment of the Forest Reserve in the early 1900s to protect the City's water supply, and Congressional actions to protect the LCC canyon watershed in 1934. The City described congressional actions in greater detail in earlier EIS comment submissions. Further, the 2003 Uinta Wasatch Cache National Forest Plan identifies the primary management goal for this area as providing high-quality drinking water. It would be beneficial to provide this information as it contributes important context. Finally, we recommend including in the analysis the economic benefit of high-quality water to the Salt Lake Valley, including in the form of tourism, businesses, and industry.

D. Chapter 7 – Traffic and Transportation

Given the City's role in canyon management, we are interested in whether the analysis should identify the ongoing responsibility of maintenance for the contemplated trailhead improvements. Additionally, is there a location where the EIS contemplates estimated annual revenue from tolling, and how this revenue could be used to mitigate the impacts from transportation changes?

The City appreciates UDOT's efforts to develop a heat map of automobile collision locations and identify opportunities to protect against impacts these accidents may have on the water quality and the riparian corridor. The City asks that UDOT further identify opportunities for innovative vegetation buffers between the roadway and stream corridor.

E. Chapter 8 – Joint Development

The City does not have comments at this time on Chapter 8-Joint Development.

F. Chapter 9- Pedestrians and Bicycles

Chapter 9 suggests that the third lane option will not be open for vehicular traffic during the summer season but that the lane may be available to bike and pedestrian traffic. The City asks UDOT to analyze the increase of new recreational opportunities to the watershed and water quality.

G. Chapter 16 – Hazardous Materials and Waste Sites

UDOT's analysis identifies former smelter sites that the proposed transportation alternatives may impact. The City asks that UDOT coordinate with the City concerning impacts to these sites in addition to the Utah Department of Environmental Quality (DEQ) Division of Emergency Response and Remediation (DERR).

H. Chapter 18 – Energy

The City appreciates UDOT has incorporated analysis of short and long energy demand of the alternatives. Please refer to the City's comments in other chapters regarding the potential for increased energy demand and operational costs to ratepayers.

I. Chapter 19 – Construction Impacts

The City appreciates UDOT has considered impacts from construction and mitigation measures. We ask that UDOT diligently monitor and maintain the mitigation practices implemented. Further, it is important the remediation performed is monitored and maintained until desired vegetation has been fully established.

It should be noted that City Ordinance restricts herbicides in the Little Cottonwood Canyon watershed to a small number of approved products. UDOT must conduct any restoration work resulting from the transportation project in accordance with all requirements protecting against invasive species. The City wants to minimize impacts on the watershed and approve plans involving herbicide application or invasive species patching as the projects form and before on-the-ground actions. Construction equipment needs to be clean and free of dirt, weeds, seeds, etc., before being brought into the canyon. UDOT should analyze soils at construction staging and borrow areas before use. Fill should be certified weed-free.

J. Chapter 20 – Indirect Effects

The City appreciates UDOT recognized the importance of the watershed as a sourcewater for the Salt Lake Valley. We ask that UDOT further analyze the following indirect impacts.

1. **City Property**-The transportation alternatives include impacts to, and takings of, City property. It should be noted City property has been set aside for purposes of the public good for sourcewater protection and water infrastructure.
2. **Increased Recreation Impacts:** UDOT's analysis estimates an increase of 113,000 people recreating in the canyons due to the transportation plan and population growth. This increase will likely result in impacts on water quality. The UDOT analysis does not address the effect that each transportation mode will have on increasing the number of recreationists in the canyons. There should be a more robust review of the impacts on recreation that will accompany each transportation option. Further, each option should include an estimate of the necessary funding required to mitigate these impacts. The City contributes significant resources to accommodate existing uses. UDOT's analysis should include an estimate of future mitigation needs resulting from the transportation plans and possible funding sources. The City hopes that UDOT could consider an expanded analysis beyond the SELDM model to

contemplate the impact of the indirect effects on water quality and the project's impact on ecosystem health, and increased operational and maintenance costs to recreation management. UDOT's analysis does not identify the source of funding to mitigate the impacts of increased recreation, nor does it address the effects of increased recreation outside yet directly adjacent to the project area. These concerns should be analyzed and presented as part of the ongoing EIS process.

EIS Chapter 22, "Short Versus Long Term Impacts" states little recreational consequences resulting from the transportation projects. As the narrowly defined project area has allowed for limiting sufficient recreational impact analysis, it is difficult to make this statement with confidence. It would be beneficial for the project's success that UDOT conducts a meaningful recreation analysis to identify the cumulative direct and indirect and short and long-term impacts that proposed transportation changes will have on the canyon's recreation opportunities and user experiences.

3. **Parking Opportunities**-Willingness to use public transportation relies heavily on parking opportunities. UDOT's analysis does not include information regarding whether the contemplated parking options will be free or require payment. If payment is required, where will this revenue be used? What options are available to inform the public in real-time parking availability at each of the proposed parking areas?

K. Chapter 22 – Short Term Uses versus Long Term Productivity

The City does not have comments at this time on Chapter 22- Short Term Uses versus Long Term Productivity.

L. Chapter 23- Irreversible and Irretrievable Commitment of Resources

Please see previous comments regarding EJ, equity, and fairness concerns. It is possible that there is an irreversible and irretrievable commitment of public resources that would not benefit EJ communities outside the geographic area studied.

M. Chapter 28 – Coordination

The City does not have comments at this time on Chapter 28-Coordination.

Conclusion

The City appreciates the collaboration, meetings, and discussions with UDOT throughout the LCC EIS process. Thank you for your consideration of Salt Lake City's input of the preliminary draft chapters (Category 1) during this comment process. We hope to enhance this process through our participation.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'Laura Briefer', is positioned above the printed name.

Laura Briefer, MPA
Director of Salt Lake City Public Utilities

ERIN MENDENHALL
Mayor



LAURA BRIEFER, DIRECTOR
Department of Public Utilities

July 3, 2020

Little Cottonwood EIS
c/o HDR
2825 E. Cottonwood Parkway, Suite 200
Cottonwood Heights, Utah 84121

Subject: Salt Lake City Comments
Draft Alternatives Development and Screening Report, Little Cottonwood Canyon Environmental
Impact Statement SR 210 – Wasatch Boulevard to Alta, June 8, 2020

To Whomever this May Concern:

This letter transmits comments from the Salt Lake City Department of Public Utilities (Salt Lake City, or the City) in response to the Utah Department of Transportation's (UDOT) *Draft Alternatives Development and Screening Report, Little Cottonwood Canyon Environmental Impact Statement, S.R. 210 – Wasatch Boulevard to Alta* report dated June 8, 2020 (LCC EIS). Salt Lake City appreciates the opportunity to provide comments for this EIS. The Little Cottonwood Canyon watershed provides a significant portion of the City's water supply. The City has legal jurisdiction within Little Cottonwood Canyon related to its water rights, watershed management, water infrastructure, and provides specialized expertise within the LCC EIS study area.

SALT LAKE CITY'S COMMITMENT TO PUBLIC HEALTH AND CLEAN WATER

The canyons of the Central Wasatch Mountains provide an affordable, reliable, high-quality water source for over 360,000 people within the City's service area for its public water supply. The City's service area includes all of Salt Lake City, and portions of Mill Creek, Holladay, Cottonwood Heights, Midvale, Murray, and South Salt Lake. Population growth projections anticipate the need to supply water for another 150,000 residents within our service area the next 40 – 60 years.

That the supply of water from the Wasatch Mountains is affordable, reliable, and of high quality is no accident, but part of a larger legacy of fastidious stewardship dating back to the arrival of the pioneers in 1847. Salt Lake City's Mayor and Council blocked a major mining operation in the Wasatch in 1873, a development which the City feared would lead to unsustainable growth in the watershed and compromise the water quality required by the City and its residents to grow the population and cultivate a thriving economy. Nearly a century and a half later, pressures on the City's water supply remain, though the nature of them have changed. No longer is the greatest threat impacting water quality coming from the creation of the new mining operations. The modern pressures threatening water quality and quantity are profoundly different: development, increasing visitation in both the backcountry and front country, a growing population, and the impacts of climate change. Land use and transportation within these watersheds are profoundly interrelated with these pressures, and decisions stemming from the LCC EIS could further exacerbate threats to the City's drinking water supply.

The City has a legacy of steadfastly protecting the watershed benefits residents, businesses, and the broader economy depend upon within the Salt Lake Valley. The high quality of water rushing from the springs and snowmelt of the Central Wasatch Mountains requires minimal filtration and chemical treatment. This minimal treatment protects public health and results in lower costs to ratepayers. This means residents can be confident that the water from their tap meets all the federal Safe Drinking Water Act requirements, and that families can afford to grow and take root in the Salt Lake Valley and businesses can thrive.

The Salt Lake Valley's success is inextricably linked to the quantity and quality of our water. Congress recognized this link as foundational to decisions in the Central Wasatch as far back as 1914 and 1934 when enacting federal legislation directing the United States Forest Service (USFS) to manage federal lands within the watershed in a manner consistent with the protecting the City's culinary water supply. The current USFS Wasatch Cache Forest Plan continues this century-long effort. The plan prioritizes the primacy of water quality and watershed health in the management of the Central Wasatch Mountains by recognizing "the need to provide long term, high-quality culinary water to the large urban population of the Salt Lake Valley." The City remains firmly committed to public health and protecting water quality and quantity and will, as we have since our inception, protect these interests for the benefit of the public.

SALT LAKE CITY IS LEGALLY BOUND TO REGULATE THE WATERS QUALITY

As noted in previous LCC EIS comments to UDOT, the City remains committed to its critical duty of providing clean, safe, affordable, and high-quality water for the residents of the Salt Lake Valley. The City is also legally bound by state and federal regulations that oblige us to provide clean, safe water and to protect the public health and community prosperity.

The City must comply with requirements promulgated through federal and state water quality statutes, including the Safe Drinking Water and Clean Water Acts. As a Public Water System, the City must meet strict regulatory obligations requiring the protection of drinking water sources as critical to safeguarding public health.¹ The City is subject to the state Safe Drinking Water Act requirements and Administrative Rules regulating Public Water Systems. These regulations require the City to protect surface water sources of drinking water, to conduct source water assessments, and engage management strategies protecting the deterioration of water sources.^{2,3}

State statute grants the City direct jurisdictional authority for the protection of the Central Wasatch watershed. Section 10-8-15 of the Utah Code gives the City extraterritorial jurisdiction for the construction, operation, and maintenance of waterworks, and to protect from pollution the water that is "used in and necessary for city waterworks." The City's authority to protect against water pollution extends throughout the "entire watershed."⁴ Further, state law authorizes the City to "enact ordinances preventing pollution or contamination of the streams or watercourses in which the inhabitants of the cities derive their water supply."⁵ The City has enacted watershed ordinances to further protect against the deterioration of the quality of water emanating from the Wasatch Mountains.⁶ The City also has joint authority with Salt Lake County Health Department Regulation #14, the purpose of which is to:

"regulate the use and occupancy of watersheds within Salt Lake County in a manner that will protect and promote the public health, safety, and welfare; prevent damage to property; prevent the spread of disease; prevent the creation of nuisances; prevent air and water pollution; and promote conditions that contribute to the preservation and protection of drinking water quality."⁷

¹ *Understanding the Safe Drinking Water Act*, EPA. <https://www.epa.gov/sites/production/files/2015-04/documents/epa816f04030.pdf>

² *Drinking Water Laws and Rules*, Utah Department of Environmental Quality. <https://deq.utah.gov/drinking-water/laws-and-rules>.

³ Rule R309-605. *Source Protection: Drinking Water Source Protection for Surface Water Source*. <https://documents.deq.utah.gov/drinking-water/rules/DDW-2018-003500.pdf>.

⁴ UTAH CODE ANN. § 10-8-15.

⁵ *Id.*

⁶ SALT LAKE CITY, UTAH, CITY CODE tit. 17.04 – "Watershed Areas" (2015).

⁷ SALT LAKE VALLEY HEALTH DEPARTMENT, Health Regulation #14: "Watershed Regulation" <https://slco.org/uploadedFiles/depot/fHealth/regs/watershed.pdf>.

Additional local guidance, rules and regulations working in coordination to protect the City's water supply are: Salt Lake City Watershed Management Plan; Salt Lake County Canyons Master Plan; Salt Lake County Foothills Canyon Overlay Zone; Salt Lake County Mountain Resort Zone.

The above federal, state, and local efforts are mentioned not only as a recitation of Salt Lake City's legal duty to protect the watershed, but as a way of illustrating to UDOT over a century's worth of legal and policy filters put in place to keep the City's water clean and affordable. As such, the City was named as a Cooperating Agency for the Project. On December 13, 2019, the City submitted comments to the EIS Draft Purpose and Need and Draft Alternatives and Screening Methodology. The City's primary focus was that the Alternatives and Screening Methodology should elevate consideration of the Safe Drinking Water Act and other water related matters to a Level 1 screening criteria. By doing this, UDOT would have been placing the protection of clean water equal to other key considerations for the LCC EIS. UDOT declined to accept the City's comments and responded that it could interfere with some transportation alternatives that might be considered. The City believes that this is a fundamental flaw in UDOT's process in developing the EIS.

COMMENTS TO THE LCC EIS

1. Purpose and Need

UDOT's stated purpose for the project is to "improve transportation related safety, reliability, and mobility on S.R. 210 from Fort Union Boulevard through the town of Alta for all users on S.R. 210." Since the project's inception in 2018, the City has repeatedly stated that UDOT's adoption of a Purpose and Need statement, which neglects Little Cottonwood's primary role in providing drinking water to the Salt Valley, is insufficient. UDOT's waiting to apply watershed and water quality standards, such as the Safe Drinking Water Act, for which the City is legally obligated, until the secondary screening, risks selecting an efficient transportation model but a substandard model for water quality. Even in circumstances where UDOT identifies a model that meets Level 2 screening requirements, UDOT will still only have selected the best transportation option with acceptable water quality measures. Whereas, had UDOT incorporated watershed and water quality as Level 1 screening requirements from the beginning of this process, the outcome would be both the best solution for our watershed as well as the best option for transportation.

The City remains concerned that this project does not fully incorporate a solution to all the transportation challenges in the Cottonwood Canyons. It seems as if there may have been a missed opportunity to incorporate Big Cottonwood Canyon and popular summer season travel in this analysis given the explosive growth of recreational demand year-round. The current pandemic has dramatically highlighted the need for comprehensive year - round transportation and recreation planning in Big and Little Cottonwood Canyons.

2. Impacts to the City's Beneficial Use

UDOT should consider whether alternatives could directly or indirectly impact City water infrastructure, particularly the treatment plants and intakes along Little Cottonwood Creek. Further, UDOT should include the City's land and water rights to ensure that the actions proposed in the EIS do not impact the City's ability to use its water rights. The failure to protect these assets puts at jeopardy the reliable delivery of clean water to 360,000 people and very broad economic investments when compared to the LCC EIS, which appears to be limited to commercial ski resort and skier interests during the winter.

3. Consideration of Climate Change

UDOT's climate change analysis neglects the many threats posed to the Wasatch Canyons watersheds, including Little Cottonwood Canyon. Recent scientific studies of climate change in the Wasatch Mountains paints a dire picture. Forecasts include climate change impacting snowpack, water quantity, quality, stream temperature, timing of spring

runoff, fluctuations in high flow events, and the loss of high elevation riparian and wetland habitats further impacting water quantity.^{8,9,10}

Climate change studies expect water quantity to “decrease significantly by the 2040s and considerably more by the 2080s.”¹¹ These studies project future snowmelt and spring runoff to occur 1 to 3 weeks earlier. At the same time, winter high flow events, with rising turbidity, are expected to increase as winter temperatures result in more rain and less snow at higher elevations.¹² Decreasing water quantity means that small impacts on water quality, such as pollution and turbidity events that would have been minor in times of higher flow, resulting in times of scarcity, in an outsized impact on overall water quality.

Further compromising water quantity, scientists expect warming temperatures and reduced snowpack to result in fewer high elevation riparian and wetland habitats. In turn, this will result in drier and less productive systems as the ecosystems in more elevated sections of the watershed have little room to escape warming temperatures by moving upslope.¹³ Climate change analysis of the Wasatch tells us that dwindling water quantity will affect “the abundance and diversity of biota in riparian zones,” which play an essential role in water quality.¹⁴ Dwindling water supply will alter sediment supply and channel shape again, impacting water quality.¹⁵ Scientists expect climate change to result in recreation impacts, which will increase pressure on water quality.

Climate scientists have identified the Central Wasatch as highly vulnerable to “recreation activity that degrades riparian areas, contributes pollution, increases erosion, and can lower water availability ...compounded by longer summer seasons that lengthen the amount of recreational activity that may shift into higher elevations.”¹⁶ Climate change also poses risks to the springs and seeps, as warming temperatures “increase evapotranspiration and consequently decrease streamflow,” thus leading to a higher likelihood of intermittent flows of perennial streams feeding into the waters of Little Cottonwood Creek.¹⁷ Climate projections anticipate that less snowpack may lead to ephemeral streams having “shorter periods of streamflow with flashier patterns of inundation and drying.”¹⁸

The Wasatch watershed can expect a drier future, with reduced streamflow, less productive wetlands, and riparian areas, intermittency of once-reliable perennial streams, and flashier storm events leading to higher turbidity. The most recent analysis of climate change impacts to the Wasatch watershed confirms what we already know: reductions in water quantity result in consequences to water quality, and that “reductions in water quality will lead to increased treatment costs for municipal users, as well as potential losses in biological function.”¹⁹

⁸ J. Halofsky, “Climate Change Vulnerability and Adaptation in the Intermountain Region (Part 1).” United States Department of Agriculture, (April 2018), https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fseprd578946.pdf (last visited June 26, 2020).

⁹ J. Halofsky, “Climate Change Vulnerability and Adaptation in the Intermountain Region (Part 2).” United States Department of Agriculture, (April 2018), https://www.fs.usda.gov/Internet/FSE_DOCUMENTS/fseprd578945.pdf (last visited June 26, 2020).

¹⁰ J. Rice, “Assessment of Watershed Vulnerability to Climate Change for the Wasatch Cache and Ashley National Forests, Utah.” United States Department of Agriculture, (June 2017), <https://www.colorado.edu/publications/pdfs/2017.01.pdf> (last visited June 26, 2020).

¹¹ J. Halofsky, pg. VIII

¹² *Id.* 90.

¹³ *Id.* 187.

¹⁴ *Id.* 386.

¹⁵ J. Rice, pg. 46.

¹⁶ *Id.* 66.

¹⁷ *Id.* 61.

¹⁸ *Id.* 65.

¹⁹ J. Halofsky, pg. 386

For the reasons named above, the City requests that UDOT respond to the primary importance of water and its impacts on the residents of the Salt Lake Valley by elevating water resources and adherence to federal, state, and local rules and regulations to a primary, and not a secondary, purpose.

4. Road Widening

UDOT alternatives that include the widening of S.R. 210 need to consider potential impacts on water quality resulting from increasing the number of impervious surfaces located in the canyon. Additionally, road widening will result in decreasing the buffer between the road and the creek. In areas of high slope degree, wide buffers are necessary to trap sediment and pollutants, maintain stream temperature, protect streambanks from erosion, moderate stormwater flows, and provide wildlife habitat, all services which are essential to protecting water quality.^{20 21 22}

However, with any proposed modification to the roadway, the City is encouraged with UDOT's ability to consider the right sizing of existing culverts, the addition of guardrails or barriers in key locations to keep crashes out of the creek and the opportunity to update all the stormwater best management tools and facilities in the canyons. As UDOT has pointed out, many of these culverts and drainage issues need repair and updating. The City appreciates UDOT's awareness of the existing issues with stormwater on Highway 210 and the need to incorporate modernization of storm water management both in this LCC EIS process and in their daily operations by their team that works so hard to keep the highway safe and functional.

5. Trailhead Parking

UDOT addresses trailhead parking impact on stormwater and Little Cottonwood Creek water quality. In addition to addressing stormwater, UDOT needs to include stormwater Best Management Practices (BMPs) and associated operation and maintenance in perpetuity. The City is concerned that increased parking and the hardening of parking areas will result in more impervious surfaces, which will impact runoff and water quality. "[R]unoff from impervious areas such as parking lots, local roads, and highways can increase storm flows and increase concentrations of sediment, nutrients, deicers, trace elements, and organic constituents in receiving water bodies."²³

Further, worth mentioning is the existing Forest Plan's prohibition on additional parking. The USFS Revised Plan states that the:

Protection of watershed conditions will be a primary factor in managing roads, trails, and access. In the Tri-canyon area (Big and Little Cottonwood Canyons and Mill Creek), parking capacities of canyon parking lots (ski areas, summer use homes, developed and dispersed recreation sites) will not exceed 2000 levels unless modification is needed for watershed protection or to facilitate mass transit.²⁴

²⁰ Hawkes and Smith. *Riparian Buffer Zones: Functions and Recommended Widths* Yale School of Forestry. http://eightmileriver.org/resources/digital_library/appendicies/09c3_Riparian%20Buffer%20Science_YALE.pdf. (last visited June 27, 2020).

²¹ *Riparian Corridor Protection in the Huron River Watershed*. http://www.hrwc.org/wp-content/uploads/2009/11/HuronBufferPaper_Mar08.pdf. (last visited June 24, 2020).

²² Wenger, S. and L. Fowler. 2000. *Protecting stream and river corridors: creating effective local riparian buffer ordinances*. Athens, GA: Public Policy Research Series, Carl Vinson Institute of Government, University of Georgia. http://www.ohioenvironmentallawblog.com/uploads/file/UGA%20riparian_buffer_guidebook.pdf. (last visited June 24, 2020).

²³ J.C. Risley, *Assessing Potential Effects of Highway Runoff on Receiving-Water Quality at Select Sites in Oregon with the Stochastic Empirical Loading and Dilution Model (SELDLM)*, U.S. Geological Survey Scientific Investigations Report 2014-5099, pg. 74 <http://dx.doi.org/10.3133/sir20145099>, last visited June 24, 2020).

²⁴ USFS Revised Plan., 4-160

While the LCC EIS accounts for the USFS moratorium on increased parking numbers and states that new and improved parking areas will not surpass this limit, it is worth reiterating that there does exist a moratorium on parking. UDOT relies on removing roadside parking to avoid exceeding the USFS limit. The City would like more specificity in how this will be enforced, and by whom. Will UDOT take additional infrastructure steps to enforce the ban on roadside parking, and what are the anticipated expenses of administering this ban?

Further, increasing parking in areas such as Lisa Falls (increasing parking from the existing 17 to 65) will result in increased visitation pressures on these areas. This increase in visitation may result in the need for additional amenities and possibly water quality degradation at the sites of parking improvements. To guard against this scenario, UDOT should ensure that any restroom designs comply with Salt Lake County Health Department Ordinances, including setback requirements. Areas with additional trailhead parking should minimize the removal of vegetative buffers and incorporate stormwater solutions to reduce or eliminate any, and all stormwater discharged into Little Cottonwood Creek. Additional trailhead parking promotes the use of personal vehicles and detracts from incentives for mass transit, which ultimately strikes against the stated purpose and need of the EIS.

The City also requests that UDOT incorporate an operation and maintenance funding component in its impact analysis of the additional restrooms and trailhead parking this project ponders. The City supports collaborative efforts to maintain recreation sites in the interest of protecting water quality. Presently, the City is in a partnership with the Central Wasatch Commission, the Salt Lake Ranger District of the Uinta-Wasatch-Cache National Forest, Snowbird and others to clean restrooms. It is the City's understanding that the baseline funding levels from the US Forest Service do not accommodate day to day cleanings, operations and maintenance of trailhead facilities, let alone long-term capital costs. If this project adds additional recreational facilities on the Salt Lake Ranger District, the City requests consideration of cost analysis and associated funding sources to adequately steward these areas. Note that this request does not include the costs associated with the heavily used stream corridor that both the proposed Bridge Trailhead and Lisa Trailhead areas service. These areas are plagued by graffiti issues, multiple non-sanctioned trails that contribute greatly to streamside erosion and sedimentation, etc.

6. Clean Water Act

The City supports including the protection of wetlands and the CWA Section 404(b)(1) in the Screening Criteria. However, in the context of these watersheds and the importance of water resources, this is too narrow. As such, the City requests expanding the CWA analysis to include other sections of the CWA, including Section 303. Additionally, the City asks the Level 2 Screening Criteria include impacts related to the Utah Water Quality Act. The Screening Criteria needs to contain compliance with UAC R317-2 Standards of Water Quality of the State. This includes, but is not limited to, protection of Category 1 Waters. The Screening Criteria should state the alternatives will be protective of the beneficial uses assigned to the Little Cottonwood Creek, as outlined in UAC R317. This consists of the beneficial use designation of Class 1C: Protected for domestic purposes with prior treatment by treatment processes as required by the Utah Division of Drinking Water (DDW); Class 2B: Protected for infrequent primary contact recreation; and Class 3A: Protected for cold-water species of game fish and other cold-water aquatic life, including the necessary aquatic organisms in their food chain.

7. Built Infrastructure

In addition to the natural infrastructure of the watershed, it is important to protect the existing built infrastructure. The sewer collection system serves essential public health and water quality purpose. It is essential to protect this infrastructure and ensure any alternative does not inadvertently impact or expose the sewer collection system.

Furthermore, a change in water quality and flow regime could impact the drinking water infrastructure and the ability to treat water. A negative impact on water quality could reduce or even prohibit the Metro Water Treatment Plant (Metro WTP) from treating water to deliver to the public. For example, the Metro WTP would need to stop treating and delivering water should there be a significant increase in turbidity. Also, should there be an increase in pollutants and pathogens, there is a possibility the Metro WTP would need to alter or even wholly upgrade to an enhanced treatment process to accommodate the increase in pollution. This change in the treatment process would be very

costly, both in capital costs and ongoing operation and maintenance costs. Furthermore, the ratepayers would bear these costs to accommodate the increased access to winter resort recreation. Therefore, there is a social equity element that needs to be strongly considered for all alternatives.

8. Snow Sheds

According to the LCC EIS, likely alternatives require two snow sheds totaling 3,194 feet, the realignment of the road to place snow sheds closer to the mountain, as well as lessening curves in the existing road. Constructing snow sheds and further canalizing S.R. 210 will require significant development, which is a risk to water quality and quantity. The EIS fails to provide any analysis of the impact the snow sheds may have on Little Cottonwood Creek by accelerating avalanche debris over the road and depositing it directly into the creek area. Would this result in more significant debris in the creek? Would this result in more creek flashes and increase turbidity? Would this contribute to localized flooding and streambank erosion?

Furthermore, the City requests that UDOT incorporate into its analysis the impact of the deposited avalanche debris and compacted snow on both streamside health, including wetlands and riparian vegetation. UDOT may need to consider further acreages of impacted wetlands in this consideration. Compacted snow and avalanche debris may linger far longer than natural snowpack and reduce the health of the riparian corridor.

As per past conversations with UDOT, the City requests that, if the snow sheds were to be selected as an option moving forward, that the fire suppression system required in these structures have full secondary containment to avoid severe contamination of the creek post-accident. Additionally, the City would like to review any roadway runoff management designs for the snow sheds if they are selected.

9. Gondola

The gondola alternative results in the City's following concerns:

- Impacts on water quality, riparian areas, and stream buffers of the development footprint and associated access roads for the twenty pads necessary to host gondola towers.
- The gondola alternative requires an angle station which necessitates an independent power source. The City is concerned about the potential impact of the independent power source and associated fuel should a rupture occur impacting the surrounding area and Little Cottonwood Creek. Further, the City is concerned that should such an event occur, there should be a warning system installed to notify the water treatment plant operators of the immediate need to divert incoming water from the creek.
- Any supplementary power system that is used as a backup power system should have full secondary containment for fuel and other related liquid spills that could contaminate the water flowing down to the plant intake. This includes diesel generators and other associated fluids.
- This alternative requires a high user fee on personal vehicles necessary to incentivize gondola use. The high user fee will negatively impact the ability of low-income households to access public lands.²⁵
- The gondola alternative, at great expense and with little improvement in travel time, appears to do very little to alleviate canyon traffic congestion. Further, this option does not address traffic conditions for dispersed canyon recreation or travel beyond the winter ski season. The City remains concerned that the LCC EIS does not address the Cottonwood Canyons transportation issues in a holistic fashion, both the travel time analysis for gondola and

²⁵ Section 3.1.2.2.4 states that the success of the gondola alternative is dependent upon a higher use fee for vehicles.

the narrow focus on winter seasonality put the project's success at risk. Failure to incorporate the use of the parking nodes and mobility centers by backcountry skiers and the high volume of Big Cottonwood skiers does not accurately consider time gains from the gondola.

- The gondola alternative leaves unanswered questions of ongoing operations and management of infrastructure
- Noise and privacy impacts on residents, visitors, and those using USFS campsite areas
- The City desires more information on the details of both the travel corridor in its relation to the initial project area and the project's purpose and need statement. The gondola's travel corridor seemingly departs the EIS' initial defined project area. The possibility of a gondola in a riparian area, over the creek and the need, like ski lifts and power lines, of both herbicide and vegetation clearing crews introduces a vulnerability to the water supply that presently does not exist. As per Salt Lake County Health Department Regulation #14 and Salt Lake City Watershed Protection Ordinance 17.04, use of herbicides is not legal within 100 feet of the creek. Additionally, the City has concerns about the introduction of invasive species in these corridors with the increased and new disturbance area of a gondola.
- The withdrawal of a new travel corridor, one that is outside the existing highway 210 corridor may also induce the removal of riparian and stream side lands from the management of the Uinta-Wasatch-Cache National Forest. Based on its current understanding of the issue, one that has been formulated through discussions with UDOT's LCC EIS team and representatives from the UWNCF, the City does not support this appropriation of lands given that this will remove these lands from the oversight of the UWCNF forest plan. The plan provides that these riparian corridors and stream side lands remain primarily managed for protection of drinking water supply and not as a travel corridor. These lands were primarily and initially set aside for provision of drinking water and appropriation of lands outside the existing SR 210 corridor and project area undermines over a century of watershed protection.

10. Cost and Benefit

The City requests that UDOT incorporate a cost analysis of the return on investment in the local economy each option provides correlated to both travel time and the closures of the highway. The City is presently updating all infrastructure, including water treatment plants, wastewater recovery facilities, storm water lines, water lines, pump stations, etc. As an entity beholden to fiscal responsibility to ratepayers, all decisions are analyzed with an eye towards stewarding public fiscal resources, especially considering the ongoing pandemic. It would be helpful for commenting purposes to better understand the return on investment each option that UDOT has presented in cost. While cost is not in the screening criteria or listed within the purpose and need, it seems like a cost analysis would strengthen the EIS's chances for successful analysis to move forward on eliminating the traffic burden and achieving project success.

The City appreciates the collaboration, meetings, and discussions with UDOT throughout the LCC EIS process. Please do not hesitate to contact us regarding our formal comments to the LCC EIS.

Sincerely,

Laura Briefer
Director

SLC Comments LCC EIS
July 3, 2020

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JACQUELINE M. BISKUPSKI
Mayor



DEPARTMENT OF
PUBLIC UTILITIES

December 13, 2019

Little Cottonwood EIS Project Team,
c/o HDR
2825 E. Cottonwood Parkway,
#200 Cottonwood Heights, Utah 84121

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

**Subject: Comments for the Little Cottonwood Canyon EIS
Draft Purpose and Need and Draft Alternatives and Screening
Methodology**

Dear Mr. Thomas:

This letter transmits comments from Salt Lake City Department of Public Utilities (Salt Lake City, or the City) in response to the Utah Department of Transportation's (UDOT) Little Cottonwood Canyon Environmental Impact Statement (Project or EIS) comment period for two documents: 1. Draft Purpose and Need Chapter; and 2. Draft Alternatives and Screening Methodology and Preliminary Concept Report (both dated October 30, 2019). Salt Lake City appreciates the opportunity to serve as a Cooperating Agency and to provide comments for this EIS. Little Cottonwood Canyon provides a significant portion of Salt Lake City's water supply. The City has statutory and regulatory jurisdiction for Little Cottonwood Canyon related to its water rights and watershed management, significant water infrastructure, and special expertise within the EIS study area.

In addition to the comments below, the City provided comments as a response to the Scoping period in June 2019 that are included as an attachment to this letter. Please consider the City's concerns included in those comments in the record for the EIS. Many of these concerns are not addressed in the two documents mentioned above.

BACKGROUND AND CONTEXT

Salt Lake City provides drinking water to more than 360,000 residents. For over one hundred years, the mountainous expanse of Little Cottonwood Canyon and the neighboring Big Cottonwood, Parleys, and City Creek Canyons serve as the City's municipal watersheds and are critical sources of water for the City and residents it serves. Because of the need to manage these watersheds to provide clean and reliable water, the City and the state of Utah petitioned the federal government to create the Wasatch Forest Reserve, which was established in the early 1900s. Now called the Uinta-Wasatch-Cache National Forest, the main management goal for

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Little Cottonwood Canyon the other municipal watersheds to this day remains the protection of culinary water supply (see the current Wasatch-Cache Forest Plan, 2003). Federal legislation from 1914 and 1934 directs the United States Forest Service (USFS) to manage the federal lands within these watersheds in a manner consistent with the protection of the City's culinary water supply.

Water resources are collected from several watersheds within the Wasatch Mountains, including Little Cottonwood Canyon. This water is then treated to meet federal and state drinking water standards and conveyed to the public. Salt Lake City's water service area includes all of Salt Lake City and portions of the cities of Cottonwood Heights, Holladay, Midvale, Millcreek, Murray, and South Salt Lake. Sandy City also operates its own distribution system to serve its residents and receives a substantial part of its culinary water supply directly from Little Cottonwood Canyon.

Salt Lake City's water resources emanating from Little Cottonwood Creek are treated at the Little Cottonwood Treatment Plant operated by the Metropolitan Water District of Salt Lake and Sandy (MWDSL). Water from Little Cottonwood Creek is directly diverted into two intakes that convey water into MWDSL's treatment plant. The first water intake is located at the Murray Penstock near the Wasatch Resort Community. MWDSL delivers treated water from Little Cottonwood Creek to Sandy's and Salt Lake City's drinking water distribution systems, ultimately providing water to more than 450,000 residents.

Salt Lake City also collects, treats, and distributes water from other Wasatch streams, including Parleys Creek, City Creek, and Big Cottonwood Creeks. Together with Little Cottonwood Creek, these surface water sources comprise 50-60% of Salt Lake City's water deliveries each year.

As a Cooperating agency in the EIS, the City's intent is to inform UDOT and the Project managers about its jurisdiction, legal authority, and expertise related to its water resources. This includes regulatory mandates, land and water ownership, and more than a century of water management and watershed protection. The City is prepared to provide UDOT with expertise to incorporate water resources into the Purpose and Need and overall evaluation. Given our jurisdiction, legal authority, and expertise, we hope that UDOT will incorporate our previous input provided in June 2019, as well as our comments below.

COMMENTS TO THE DRAFT PURPOSE AND NEED STATEMENT

Please include the protection of drinking water supply in the Project's Purpose and Need statement. The consistency of this statement aligns with over a century of public land management strategy in Little Cottonwood Canyon, the Wasatch-Cache National Forest Revised Master Plan, the Salt Lake City Watershed Management Plan, the Salt Lake County Wasatch Canyons Master Plans (both from 1989 and the present draft) as well as the intent of the MS4 permit that guides UDOT's water quality stewardship in Little Cottonwood Canyon. The City's requests have come in previous comments and in working closely with UDOT project staff. As a Cooperating Agency in this project, the City feels the consideration of water quality lays the groundwork for successful analysis and implementation in solving transportation issues that Little Cottonwood Canyons faces.

COMMENTS TO THE DRAFT ALTERNATIVES DEVELOPMENT AND SCREENING METHODOLOGY AND PRELIMINARY CONCEPT REPORT

1.0 Suggested Changes to Level 2 Screening Criteria

a. Consideration/Addition of the Safe Drinking Water Act as a criterion, should be elevated to Level 1 Screening Criteria.

Pursuant to the authority granted to UDOT through 23 U.S.C. 327 via the Memorandum of Understanding (MOU) dated January 17, 2017, with the Federal Highway Administration, the Safe Drinking Water Act must be included as part of this EIS screening criteria. The EIS Level 1 screening criteria should include protection of drinking water sources and impacts to both the federal Safe Drinking Water Act (SDWA) and the state of Utah Safe Drinking Water Act. Per Utah Administrative Code (UAC) Rules R309-105-7 and R309-605, Public Water Systems like Salt Lake City's are responsible for protecting their sources of drinking water from contamination. As previously stated, Little Cottonwood is a critical part of the surface water supply for both Salt Lake City and Sandy City. They take water from MWDSSL Little Cottonwood Treatment Plant, which has intakes directly from Little Cottonwood Creek. Past roadway accidents, hazardous materials spills, and sedimentation from construction activities have directly impacted these intakes resulting in the temporary loss of the ability to use the Little Cottonwood Creek water for drinking water purposes.

b. Impacts related to the Clean Water Act should be elevated to Level 1 Screening Criteria.

In the current draft, the Level 2 Screening Criteria includes impacts on the federal Clean Water Act (CWA). In Table 2, the Measure indicates acres and types of wetlands. Section 5.2 references Section 404(b)(1) Guidelines for specification for disposal sites of dredge and fill material. The City supports including the protection of wetlands and the CWA Section 404(b)(1) in the Screening Criteria. However, the City requests the CWA is elevated to the Level 1 Screening Criteria and is expanded to include other sections of the CWA, including Section 303.

Additionally, the City requests the Level 1 Screening Criteria include impacts related to the Utah Water Quality Act. The Screening Criteria needs to contain compliance with UAC R317-2 Standards of Water Quality of the State. This includes, but is not limited to, protection of Category 1 Waters. The Screening Criteria should state the alternatives will be protective of the beneficial uses assigned to the Little Cottonwood Creek as outlined in UAC R317. This includes the beneficial use designation of Class 1C: Protected for domestic purposes with prior treatment by treatment processes as required by the Utah Division of Drinking Water (DDW); Class 2B: Protected for infrequent primary contact recreation; and Class 3A: Protected for cold water species of game fish and other cold water aquatic life, including the necessary aquatic organisms in their food chain.

c. Local regulations for the protection of drinking water should be in Level 1 Screening Criteria.

The City requests local water quality related regulations to be included in screening criteria. These include Salt Lake City's watershed ordinance contained in Chapter 17.04 of Salt Lake City's code, and the Salt Lake County Health Department Regulation #14.

d. Salt Lake City's land and water rights should be included in the Level 1 Screening Criteria.

Salt Lake City holds a significant portion of the water rights associated with Little Cottonwood Creek. Actions proposed by this EIS must not impact the City's ability to use these water rights. Thus, the impact of project alternatives on the City's ability to put its water rights to beneficial use should be included in screening criteria. Salt Lake City also owns land for conservation purposes that may be impacted by alternatives considered. Protection of the City's land is needed to assure that it is not being impacted by unauthorized use. Salt Lake City is prepared to work with UDOT to identify land and water rights that might be impacted by different alternatives.

e. Water infrastructure should be included in the Level 1 Screening Criteria.

UDOT should consider whether alternatives could impact water infrastructure, especially the treatment plant and the intakes along the creek. This should include direct impacts to the integrity of the water infrastructure, as well as indirect impacts. An example of an indirect impact on water infrastructure is the short and long term degradation of water quality that could occur due to the construction and operation of the transportation alternative, as well as the increased or changed use patterns in the watershed. These short and long term water quality impacts could result in damage to water infrastructure or the need to change water treatment processes. Should infrastructure be impacted due to transportation alternatives, significant public costs would be incurred.

f. Operations and maintenance impacts should be included in the screening criteria.

Salt Lake City is concerned that transportation alternatives could impact our watershed operations and management by increasing the scale of public access. Salt Lake City funds a watershed operations division in order to protect water resources from pollution and degradation. Salt Lake City's watershed management includes watershed restoration activities, restroom, and trailhead maintenance, and public education. The City often assists and partners with the USFS in watershed management. Increased access and use, and changes in the patterns of recreational use and land use have a significant impact on the City's management capacity and costs. Transportation changes will result in changes in public access. As such, watershed management implications should be a screening criterion for transportation alternatives. As a note, transportation alternatives could also provide benefits to some of the watershed management challenges, and it would be helpful to evaluate them from that perspective.

While the project focus area is predominantly the Highway 210 corridor, the changes in transportation will affect public access to recreational sites. This will affect the Little Cottonwood Canyon watershed outside of the highway corridor. This project should consider the direct, cumulative, and indirect costs and benefits related to specific operational, maintenance, and management costs of canyon usage associated with each transportation alternative. This should include both within and outside of the project area in Little Cottonwood Canyon as part of the Level 2 Screening Criteria.

Given that the road corridor and mobility allow the movement of people, project screening criterion must also include the indirect and direct costs and impacts as it

proposes alteration of the mobility regimes. This is important due to the strong connection between the roadway and all the recreational amenities that the public heavily uses and impacts year-round.

g. Tolling should be reconsidered to provide resources for the management of transportation impacts.

The City requests a reconsideration of the determination of the Table A-1 (Draft Alternatives Development and Screening Methodology and Preliminary Concept Report, Appendix A, page A-4) that "tolling revenue should go back into the canyon" as something that is outside the scope of the EIS. Regardless of mechanisms, the EIS should include an analysis of the feasibility of funding mechanisms associated with each proposed alternative in screening criteria. Given that tolling is a key concept that has been extensively discussed regarding sustaining operations in Little Cottonwood Canyon, it seems that the disconnection of tolling from the EIS minimizes a functional analysis of any sort of funding mechanisms in the canyon.

Present management budgets remain critically insufficient for existing use and demand on services in Little Cottonwood Canyon. For example, given its limited budget, the Salt Lake Ranger District of the Uinta-Wasatch-Cache National Forest (UWCNF) calls upon its governmental, nonprofit, and other partners to assist with basic maintenance responsibilities in Little Cottonwood Canyon and elsewhere on the Ranger District. In addition, there are capital expenses that need to be considered. The City's contributions to UWCNF operations include (but are not limited to) pumping vault toilets at trailheads, purchasing and installing new vault toilets at trailheads and funding summer maintenance and outreach crews on an annual basis. Not all of these activities are in the project area specific to the roadway. However, they are indicative of the situation in which the agencies become responsible for the management of Little Cottonwood Canyon under the existing levels of mobility and access provided by the road corridor. Additional mobility and access could put additional pressure on these agencies.

Additionally, the Salt Lake Ranger District (SLRD) unit of the UWCNF lacks an active weeds management crew to perform weed mitigation. Instead, the City takes the lead on many aspects of weed mitigation for SLRD. The nonprofit organization Cottonwood Canyons Foundation takes on this role in Little Cottonwood Canyon, working closely with Salt Lake County and the City. Noxious weeds have a significant impact on the elevation of wildfire risk. Post wildfire impacts on water quality include changed water chemistry, increased sedimentation, and loss of use of the water source.

2.0 Suggested Changes to Level 1 Screening Criteria

Incorporate the impact of Climate Change to winter use peak demand.

Based on the City's understanding of the intent stated both by the Draft Purpose and Need and staff presentations, this EIS intends to primarily focus on addressing peak winter roadway congestion with a planning horizon to 2050, incorporating population growth of the Valley's population, and correlating increase of use of Little Cottonwood Canyon. Screening criteria should incorporate climate models, which demonstrate a possible rise in the rain and snow elevation and a corresponding rise in minimum

snowpack elevations during the project's timeline. With the forecasted upward elevational creep of the rain and snow line, this project must also be scalable and translatable to a summer use format. Existing winter peak strain on travel corridor mobility may experience a downward trend if the market demand diminishes due to less peak demand days.

3.0 Comments on Tools Used

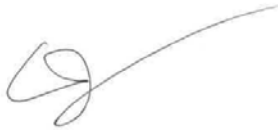
Section 6.2- GIS Data- Modelling impacts.

It is important to note that the present quality of water demonstrates that the past century of source water quality protection efforts by the City and its partners, including UDOT, are effective. Any models used to determine impacts to water quality must be recognized as limited and used in an informative rather than determinative manner.

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

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

Sincerely,



Laura Briefer
Director

CC: Brandon Weston, Utah Department of Transportation
Vince Izzo, HDR
Jacki Biskupski, Salt Lake City Mayor
Erin Mendenhall, Salt Lake City Mayor-Elect
Cindy Gust-Jensen, Salt Lake City Council Director
Marian Rice, Salt Lake City Water Quality & Treatment Administrator
Patrick Nelson, Salt Lake City Watershed Program Manager
Rusty Vetter, Salt Lake City Deputy City Attorney
Mike Devries, Metropolitan Water District of Salt Lake and Sandy General Manager
Tom Ward, Sandy City Director of Public Utilities
Ralph Becker, Central Wasatch Commission Executive Director

ATTACHMENTS: Salt Lake City Department of Public Utilities Comments on Notice of Intent
to Revise Scope of the Little Cottonwood Canyon EIS (June 14, 2019)

JACQUELINE M. BISKUPSKI
Mayor



DEPARTMENT OF
PUBLIC UTILITIES

June 14, 2019

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

Subject: Comments to the Little Cottonwood Canyon EIS Draft Coordination Plan

Dear Mr. Thomas:

This letter transmits comments from Salt Lake City Department of Public Utilities (Salt Lake City) in response to the Little Cottonwood Canyon EIS Draft Coordination Plan, dated May 31, 2019. Salt Lake City appreciates the opportunity to serve as a Cooperating Agency in the Little Cottonwood Canyon EIS process.

1. **Section 3.2, Public Involvement Development and Screening of Alternatives:** Salt Lake City recommends the third sentence read "UDOT will consider comments submitted by the public, cooperating agencies, and participating agencies as it develops proposed methodologies for alternatives screening and impact analysis."
2. **Table 5:** Projects identified in the ROD will likely need to obtain permits from the Utah Department of Natural Resources, Salt Lake County Health Department, Salt Lake County Planning and Development Services, and Salt Lake City. Salt Lake City recommends including the following approvals to Table 5:
 - a. Salt Lake City's Watershed Ordinance § 17.040 and Salt Lake City Surplus Water Permits: Needed where water resources are desired for proposed projects or are otherwise impacted.
 - b. Salt Lake County Health Regulation #13: Needed if sanitary facilities are proposed.
 - c. Salt Lake County Health Regulation #14: Regulates the use and occupancy of watersheds within Salt Lake County.
 - d. Salt Lake County Foothills and Canyons and Overlay Zone (Salt Lake County Ordinance Chapter 19.72) and Mountain Resort Zone (Salt Lake County Ordinance 19.13): Land use approvals would be needed for projects in the unincorporated areas of Big and Little Cottonwood Canyons.
 - e. Utah Department of Natural Resources: Administers stream alteration permits.

Thank you for your consideration of Salt Lake City's comments on this Coordination Plan. We appreciate the opportunity to serve as a Cooperating Agency, and hope to enhance this process through our participation.

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Salt Lake City, UT 84113

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Tel: 801-483-6901 Fax: 801-483-6818

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

Sincerely,

A handwritten signature in black ink, appearing to read 'LB', with a stylized flourish extending from the end.

Laura Brierley
Director

cc: Brandon Weston, UDOT
Vince Izzo, HDR
Marian Rice, Salt Lake City
Patrick Nelson, Salt Lake City
Carly Castle, Salt Lake City



June 14, 2019

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

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

Dear Mr. Thomas:

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

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

I. GENERAL COMMENTS TO THE LITTLE COTTONWOOD CANYON EIS

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

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

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

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

B. Water Resources

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

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

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

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

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

C. EIS Process and Scope

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

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

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

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

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

II. Specific Concept Recommendations

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

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

D. Avalanche Sheds: Salt Lake City is available to work with UDOT during subsequent design processes to help achieve water quality needs for these facilities. At this time, Salt Lake City has the following considerations related to this possible new infrastructure:

- a. Salt Lake City understands that a fire suppression system will be needed for the avalanche sheds, should they be constructed. The City recommends that the water used for this purpose be neither chlorinated nor contaminated. Additionally, Salt Lake City cannot support a fire suppression system that incorporates glycol.
- b. Salt Lake City is concerned with potential discharge from the avalanche sheds contaminating Little Cottonwood Creek. The area of influence should have full containment, so that no material or discharge coming from the sheds (such as water or materials resulting from a fire suppression system test or resulting from a fire) reaches Little Cottonwood Creek. This could be accomplished several ways, such as installing a septic system onsite, or possibly tapping into the sewer system.
- c. The area by the China Wall is close to the creek. Please ensure that construction BMPs are implemented and water quality standards are fully complied with during the construction and maintenance of the avalanche sheds.

E. Third Lane: The EIS should evaluate and recommend required mitigation and water quality protection measures, as the additional impervious surface and ground disturbance will likely impact Little Cottonwood Creek. Given close proximity to the creek, road design should incorporate solutions to minimize runoff impacts to the stream; and eliminate, to the extent possible, a need to alter or reconfigure the stream. Additionally, construction BMPs should be implemented and water quality standards should be complied with during the construction and maintenance of the lane. Salt Lake City also recommends restoration of disturbed lands is performed to the extent possible to avoid sedimentation, invasive species introduction, and overall watershed degradation.

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

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

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

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

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

As a Public Water Supplier, Salt Lake City has strict regulatory obligations to meet federal and state Safe Drinking Water Act requirements. Amendments in 1996 to the federal Safe Drinking Water Act recognized the importance of protecting sources of drinking water as a critical prevention to protect public health (<https://www.epa.gov/sites/production/files/2015-11/documents/epa816f04030.pdf>).

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

State statute (Section 10-8-15) grants cities the authority to protect water resources from activities that are detrimental to water quality or quantity. Cities may enact ordinances preventing pollution or contamination of the streams or watercourses in which the inhabitants of the cities derive their water supply (https://leg.utah.gov/xcode/Title10/Chapter8/10-8-15.html?V=C10-8-815_2016051020160510).

Salt Lake City is a First Class City that holds the majority of water rights in the Cottonwood Canyons, and puts these rights to beneficial use throughout its water service area in the Salt Lake Valley. Pursuant to Utah Code 10-8-15, Salt Lake City has enacted watershed ordinances (http://www.sterlingcodifiers.com/codebook/index.php?book_id=672, Chapter 17.04) and has joint authority with the Salt Lake County Health Department Regulation #14 managing for watershed protection (<http://slco.org/uploadedFiles/slcpol/Health/Reg%2014%20Watershed.pdf>). In addition, Salt Lake City adopted a Watershed Management Plan in 1999, last updated in 2014, and it is currently undergoing a comprehensive update (<http://www.slco.gov/utilities/public-affairs/watershed>). The combination of these regulations and management plans guide development and uses in these watersheds to fulfill Salt Lake City's regulatory obligations to comply with the federal and state Safe Drinking Water Acts and to ensure the provision of clean, safe drinking water to the public.

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

B. Existing Local Plans Related to Water Resources

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

1. **Mountain Accord (www.mountainaccord.com):** Mountain Accord is the result of a years-long collaborative process to better manage the Central Wasatch, including the CCTAP study area. A new government entity, the Central Wasatch Commission, was formed in 2017 to implement Mountain Accord actions. Watershed protection is a key element of the agreement across all entities that participated in the process. The goals of Mountain Accord are:
 - a. A natural ecosystem that is conserved, protected and restored such that it is healthy, functional, and resilient for current and future generations.
 - b. A recreation system that provides a range of settings and accommodates current and increasing demand by encouraging high levels of use at thoughtfully designed locations with convenient access, while protecting solitude, nature, and other backcountry values.
 - c. A sustainable, safe, efficient, multi-modal transportation system that provides year-round choices to residents, visitors and employees; connects to the overall regional network; serves a diversity of commercial and dispersed recreation uses; is integrated within the fabric of community values and lifestyle choices; supports and-use objectives; and is compatible with the unique environmental characteristics of the Central Wasatch.
 - d. Broadly shared economic prosperity that enhances quality of life and preserves natural and scenic resources and infrastructure that is attractive, sustainable, and provides opportunity for visitors and residents.
2. **Salt Lake City Watershed Management Plan** (http://www.slcdoes.com/utilities/P11/P1201files/Salt_Lake_City_Watershed_Management_Plan_-_1999_final.pdf): This plan was created pursuant to Salt Lake City's statutory watershed management jurisdiction, and includes vulnerability analyses and policy recommendations for Salt Lake City to implement watershed management strategies to protect and preserve drinking water sources. The Salt Lake City Watershed Management Plan is currently being updated.
3. **Salt Lake County Canyons Master Plan** (<http://slco.org/planning-transportation/wasatch-canyons-general-plan-update/>): This plan was created under Salt Lake County's statutory land use jurisdiction and provides land use and other policy guidelines for Salt Lake County to participate in land use, transportation, watershed protection, economic development, and recreation policies. The Salt Lake County Canyons Master Plan is currently being updated.
4. **Salt Lake County Integrated Watershed Plan** (<https://slco.org/uploaded/files/depot-public-works/fwatershed/resources/2015SLCoiWP.pdf>): This plan was created pursuant to Salt Lake County's Area-Wide Water Quality Planning Authority under Section 208 of the federal Clean Water Act.

C. Water Infrastructure

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

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

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

Sincerely,



Laura Briefer
Director

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

COMMENT #: 13340
DATE: 9/1/21 11:38 AM
SOURCE: Email
NAME: Chris Cawley

COMMENT:

Dear Josh,

Attached are comments from the Town of Alta on the UDOT Draft Little Cottonwood Canyon Environmental Impact Statement. The first attachment is a letter providing comments related to the design and operations of the preferred alternatives. The second attachment is a letter from Mayor Sondak providing policy comments.

Thank you for your engagement with the Town of Alta throughout the course of the project. Please contact me or Mayor Sondak if you have questions about our comments.

Best,

Chris Cawley
Assistant Town Administrator
Town of Alta

MAYOR
HARRIS SONDAK

TOWN COUNCIL
CLIFF CURRY
ELISE MORGAN
MARGARET BOLRKE
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August 30, 2019

Josh Van Jura, Project Manager
Utah Department of Transportation

VIA EMAIL

RE: Comments Regarding the Draft Little Cottonwood Canyon Environmental Impact Statement

Dear Mr. Van Jura,

Thank you for the opportunity to provide comments on the Draft Little Cottonwood Canyon Environmental Impact Statement (the DEIS) prepared by the Utah Department of Transportation (UDOT).

In addition to the specific considerations contained in a separate letter with comments from the Town of Alta, I have some more general concerns with both current proposals. While the other letter focused on concerns with the design and operations of the DEIS proposals, this letter focuses on concerns with transportation and visitation policy. These concerns include the magnitude of the investment each proposal would require, the relatively small decreases in congestion that the proposals envision, underlying assumptions about climate change and the future need for the infrastructure these proposals would build, and the risk of delivering too many people into Little Cottonwood Canyon that either proposal entails.

Both proposals are too expensive. On the assumptions that both proposals' costs are about \$600 million, and that 30% of 6000 skiers are accommodated on average during each of 120 days per season for 25 years, the per skier-day cost of each proposal is greater than \$111. Furthermore, the great majority of the costs are paid upfront while the return is realized only over many years so the real cost will be higher in terms of present dollars. This amount is too high for the expected return to the public in terms of sales tax and other revenues, even including any possible marginal multiplier effect of spending at the ski areas. With climate change certain to shorten our ski seasons in the Wasatch Mountains in the near future, the per skier-day cost of these proposals will be even greater. Finally, in the face of widespread inequality, poorly funded schools, and the need

to protect human life and private property through seismic retrofits and climate impact mitigations, I just don't think that skiers' convenience is a top priority for this magnitude of expenditure.

Reducing traffic by 30% of 2050's expected level during the ski season is too modest a purpose. Removing many more cars throughout the year should be the target of this effort, on the assumptions that the population of Salt Lake Valley will continue to grow quickly and that there continues to be increasing demand in both summer and winter for travel in Little Cottonwood Canyon. Of course, such a reduction will be even more expensive but if money is going to be spent on improvements to transportation, it must be for year-round infrastructure that removes most of the cars from the Canyon.

The assumption of year-round growth in demand rests largely on what happens regarding climate change. The DEIS gives too short shrift to this issue. A more complete and updated assessment of both the effects of climate change on the proposals and their effects on climate change should have been conducted as part of UDOT's EIS. Only a few pages of analysis of climate change inform the DEIS, and the effects of climate change are too easily dismissed as irrelevant. The underlying research studies on which this dismissal is based are decades old, and as has recently been noted by the Intergovernmental Panel on Climate Change, climate change predictions are increasingly dire and newer models are better at predicting the actual rate of change. The 2020 annual report for Vail Resorts takes a more sober view than UDOT, for example, and says, "The effect of climate change, including any impact of global warming, could have a material adverse effect on our results of operations as a result of increased weather variability and/or warmer overall temperatures, which would likely adversely affect skier visits and our revenue and profits." Conversely, there is no discussion on skiing's contributions to climate change. How a proposed bus system is fueled and how electricity is generated for a gondola are critical factors for assessing the environmental impacts of the alternatives. More generally, as BlackRock's CEO Larry Fink explains, all business must transform to net zero; sustainability is a standard for BlackRock's investment of more than \$7 trillion. How do UDOT's proposals achieve zero emissions? If BlackRock wouldn't invest in a plan without knowing the answer to that question, I do not think that the people of Utah should either.

Finally, UDOT should have included careful analysis about the number of additional people their proposals would deliver to Little Cottonwood Canyon. In particular, it was clear to all parties during planning for the 2002 Winter Olympics that no events should be held in Little Cottonwood Canyon. I cannot support any proposal that increases the likelihood that events would be held in the Canyon if the Olympics return to Utah unless definite and fully reliable prohibitions against holding events there are included in the proposal. Despite current sentiment against holding events in the Canyon, given climate change it is likely that lower elevation resorts soon may not remain viable venues for competitive winter sports and pressure to hold events in Little Cottonwood Canyon may be intense. Furthermore, it is simply not plausible that all increased visitation from the UDOT proposals will remain within the commercial ski areas. Visitor use outside the ski areas and outside the ski season is exploding, with many vehicles parked for miles along the road in all seasons creating traffic hazards. Visitation now clearly exceeds the capacity of the already

inadequate toilet facilities within the canyon. Without understanding how visitor use is to be managed both inside and outside the ski areas, the selection of either proposal is premature.

I suggest, instead of adopting either proposal, that UDOT begin immediately with incremental changes to travel in Little Cottonwood Canyon and monitor results carefully to inform further incremental improvements. These changes could include:

- Immediate implementation of a traction device requirement
- Tolling
- Construction of a dedicated lane for egress from Alta past Snowbird
- Increased bus and van service
- Improved trail-head facilities.

In conjunction with already planned parking changes in Little Cottonwood Canyon – fees, permits, and reservations for parking – I believe it is very worthwhile experimenting with easily implemented and relatively inexpensive innovations.

Do not hesitate to reach out to me or to Town of Alta staff if you would like to discuss our comments. We appreciate the engagement your team has provided us throughout the EIS process.

Sincerely,



Harris Sondak
Mayor

MAYOR
HARRIS SONDAK

TOWN COUNCIL
CLIFF CURRY
ELISE MORGAN
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August 30, 2021

Josh Van Jura, Project Manager
Utah Department of Transportation

VIA EMAIL

RE: Comments Regarding the Draft Little Cottonwood Canyon Environmental Impact Statement

Dear Mr. Van Jura,

Thank you for the opportunity to provide comments on the Draft Little Cottonwood Canyon Environmental Impact Statement (the DEIS) prepared by the Utah Department of Transportation (UDOT). The Town of Alta (the Town) provides municipal services, including police and public safety, to our residents and to hundreds of thousands of annual visitors to Alta. State Route (SR) 210 is Alta's sole transportation corridor and route of access from the Salt Lake Valley. The Town has participated diligently in every transportation planning initiative focused on Little Cottonwood Canyon (the Canyon) over the past several decades and the Town is grateful for UDOT's efforts to identify projects to improve safety, reliability, and mobility on SR 210.

This letter was developed by Town of Alta staff members, and it includes general comments, comments regarding inclusion of Town of Alta facilities and community elements in the DEIS, and comments specific to the gondola and bus alternatives.

General Comments

The Alta Town Council adopted Resolution 2019-R-14 Supporting a Visitor Growth Management Study Which Evaluates and Plans for the Environmental Impacts from Increased Visitation Resulting from Transportation Improvements in Little Cottonwood Canyon. While the proposed bus and gondola systems would deliver passengers primarily to ski areas, are accompanied in the DEIS by various transportation demand management measures, and would either not operate or be less desirable compared to travel by private vehicle outside of ski season, they nevertheless represent very significant increases to the transportation system capacity in the Canyon. If summer visitation increases to the point where SR 210 becomes congested, and if gondola fares are subsidized in the summer season, the gondola could become more popular than the DEIS predicts

it will be upon construction and would thus increase summer visitation beyond what the DEIS predicts. If peak period shoulder lanes are opened to private vehicles or if summer transit services are offered in the future, the preferred bus alternative could also lead to increased summer visitation. Without ski area operations taking place during the summer, these increased visitors may tend to seek destinations outside of the ski areas. And without the buffering effect of winter snow cover, these visitors could create environmental impacts not analyzed in the DEIS. For these and other reasons, the Town urges UDOT and USFS to consider impacts to natural resources, visitor experience, and local communities from increasing the transportation system capacity in the Canyon.

The alternatives are focused narrowly on transporting ski area visitors, during ski season because ski season ski area visitation, and the concentration of that visitation during peak travel periods related to ski area opening and closing times, is presumed to be the primary factor leading to traffic congestion in the Canyon. However, the Town is concerned that this narrow focus will disadvantage other Canyon users and may impair future adaptation of the transportation system as trends in seasonal visitation shift. UDOT can mitigate these problems by doing the following:

- partner with local entities to ensure that a bus or gondola station are integrated with local infrastructure and mobility networks
- prioritize multi-modal access and functionality at trailheads throughout the Canyon as designs for trailhead improvements are developed
- rigorously evaluate the capability of each alternative to facilitate egress from and access to the Canyon in the event of an emergency, such as extreme avalanche hazard, wildfire, landslide, or earthquake, and ensure that all user groups, including dispersed recreation visitors, residents, and other persons present in the canyon for purposes other than skiing at Alta Ski Area or Snowbird, are considered in this evaluation

Construction of a bus or gondola-based transit station in Alta could fundamentally change the shape and function of local transportation infrastructure, alter Alta's world-class alpine landscape, create environmental impacts in the headwaters of Little Cottonwood Creek, and generate significant new demand for municipal services, including water, sewer, fire protection, police and public safety, and other services. For all of these and other reasons, UDOT must coordinate directly with the Town of Alta in the event plans for an Alta transit station are developed further.

The Town of Alta has long advocated for UDOT to assign road maintenance resources including snowplows and other assets that are essential to maintaining roadway function during snowstorms to a permanent location in upper Little Cottonwood Canyon. The presence of snowplows within the canyon at the onset of a period of high precipitation intensity can be a deciding factor in whether the road surface remains drivable for vehicles in the canyon. The Town recommends UDOT partner with local agencies and private companies in upper Little Cottonwood Canyon to invest in and install local roadway maintenance assets. This will be especially important in the event that UDOT decides to widen SR 210 to add peak period shoulder lanes for busses, as the bus lanes may be susceptible to faster road surface deterioration during snowstorms without the benefit of constant vehicle traffic. The Town also recommends that a full-time traction law be implemented in Little Cottonwood that requires snow tires and four-wheel drive during the winter weather seasons.

After UDOT installed a high intensity activated crosswalk (HAWK) signal on SR 190 near Cardiff Fork in Big Cottonwood Canyon in summer 2020, SR 190 experienced major down-canyon delays related to afternoon ski area egress that may have been exacerbated by the operation of the signal. If UDOT improves the Lisa Falls Trailhead and installs a HAWK or similar traffic signal, it should consider ways to mitigate the impact of such a traffic signal on the afternoon, down-canyon traffic flow on SR 210, which on many days is already badly congested.

Comments Regarding Acknowledgements of Town of Alta Facilities and Municipal Services in the DEIS

Various sections of the DEIS fail to account for community facilities in Alta and services provided by the Town of Alta. Chapter 20, 20.4.2.2 States that the proposed bus system would stop only at the ski areas and so would not induce visitation in the Town of Alta. Alta Ski Area is within the Town of Alta, and the Town provides municipal services to Alta Ski Area and all visitors to Alta, including Alta Ski Area's visitors. Anyone arriving in Alta by any mode of transportation would increase demand for Town of Alta drinking water and sewer infrastructure; Town of Alta law enforcement service, firefighting and EMS services paid for by property taxpayers in Alta, and other services provided locally in Alta.

Section 4.3.6 Utilities describes utility providers in the study corridor. The Town of Alta is the culinary water and sewer provider in Alta, but that is not acknowledged in Table 4.3-3. Salt Lake County Service Area #3 operates the Town of Alta water system under a contract, and a licensed sewer operator operates the Town sewer system under a contract. All costs to operate and maintain these systems are borne by user fees. UDOT must consult the Town of Alta regarding water and sewer infrastructure in Alta instead of Salt Lake County Service Area #3.

The final tower in the proposed gondola alignment and the Alta station are very close to, if not encroaching upon, two key components of Town of Alta infrastructure. The Town of Alta Park is located on 0.4 acres of National Forest System lands and operated under a USFS special use permit. The Town Park has been in place since 1977 and residents and other community members frequently gather there in summer months to play volleyball and enjoy each other's company. Gondola tower 20 would be situated adjacent to the northwest corner to the park. The tower would dominate views to the north of the park and could create noise impacts from cabins moving over sheave trains and entering the nearby station. UDOT should formally acknowledge the Town of Alta Park in DEIS Table 4.3-1 and must analyze whether the impacts of nearby gondola elements would constitute impacts to a recreation resource under Section 4(f) of the Department of Transportation Act.

Both tower 20 and the footprint of the proposed Alta station appear to encroach on a segment of the Town of Alta sewer line between the Alta Lodge and the Rustler Lodge. Relocating this sewer alignment to the south of its present location could be environmentally challenging and expensive, as wetlands associated with Little Cottonwood Creek are located just to the south of the current sewer alignment.

Table 4.3-2 and Figure 4.3-6 describe various types of community facilities along SR 210, and a few key community facilities in Alta are not represented on these exhibits. The Alta Medical Clinic, located inside the Goldminer's Daughter Lodge next to the Alta School, is a small,

independent urgent care-type facility that provides a variety of medical services to Alta locals and visitors. Our Lady of the Snows is a Catholic chapel located at 10189 East, SR 210, where in-person mass is conducted during ski season. It is also the most heavily used indoor community gathering space in Alta. UDOT should acknowledge these facilities throughout DEIS Chapter 4 “Community and Property Impacts” and consider impacts to these facilities from the preferred alternatives.

Comments on Gondola Alternative

The proposed gondola system could provide a reliable alternative to SR 210 during inclement weather, avalanche hazard, and other conditions or events that compromise the viability of SR 210. But this alternative raises several concerns.

According to various plan-view renderings contained in the DEIS, the Alta gondola station is situated to the southwest of the “Rustler Mine Dump” parking area, in the runout of several large avalanche paths, including Flagstaff Shoulder, Main Flagstaff, and Binx’s Folly. The Town recently completed an architectural feasibility study of a new community center facility on a parcel just upslope from the location of the proposed gondola station, on the north side of SR-210. Town of Alta Code requires building permit applications include certification that a proposed structure is designed to protect human life from a 100-year avalanche. As part of that study, therefore, consultants to the Town evaluated the potential impact pressure, velocity, flow height, and areal extent of a 100-year avalanche event along the avalanche paths and runout area that affect the community center site. This analysis concluded that both the community center site, and the location of the proposed gondola station, are subject to avalanche debris with substantial impact pressure, velocity, flow height, and aerial extent from 100-year avalanche events. For these reasons, UDOT must seriously consider the technical feasibility of, and likely construction costs associated with, building a gondola station in the proposed location, as well as whether it is technically feasible to locate the final span of gondola cables at elevations that may be subject to flowing avalanche debris from paths that affect the site.

Evacuation of the gondola would be an extremely complex procedure given the length of the alignment, the number of cabins, and the hazards present within Little Cottonwood Canyon. Evacuation during periods of high avalanche hazard would be especially challenging because passengers would disembark from cabins into stations, and then potentially be required to remain within those stations until avalanche hazard has been mitigated. In designing each of the three stations planned in the Canyon, including the Alta Station, the Snowbird Station, and the Tanners Flat Angle Station, UDOT should contemplate the capacity of the stations to function as emergency shelters for large numbers of people that can withstand the impacts of avalanches that affect the location of each station.

Chapter 17, Visual Resources, describes the selection of 25 *Key Observation Points* (KOPs) by UDOT “that would have views of the project elements and that represent the most critical viewpoints.” The only KOP selected in Alta is near the Catherine Pass Trailhead in upper Albion Basin. There are numerous additional locations in Alta that would represent a common point of observation for the DEIS action alternatives that are even more popular with motorists, recreation visitors, and Alta residents than the Catherine Pass Trailhead. For instance, either of the two major Alta Ski Area parking lots are much more popular recreation access points, and they are adjacent

to a much higher volume transportation corridor than the Catherine Pass Trailhead, which is only accessible by vehicle from roughly July 1st to November 1st each year via the Albion Basin Summer Road (ABSR). Another example is the eastern terminus of SR 210, where the ABSR begins and provides winter access to Grizzly Gulch, Twin Lakes Pass, and Catherine Pass, among other destinations. This is widely considered one of the most popular winter-season access points for non-ski area recreation in the Cottonwood Canyons, and it is also extremely popular in the summer season as part of the route to access upper Albion Basin.

Additionally, the final four towers and associated cable spans of the gondola alignment will prominently affect the view down Little Cottonwood Canyon from nearly any viewpoint along the floor of the upper canyon. Tower 17 will be placed on Peruvian Ridge in a location where it appears that it will disrupt the horizon line. These and other elements of the gondola will be visible from most residential areas and overnight lodging properties in Alta. Numerous Alta residents and community members have expressed concerns with these potential impacts.

UDOT acknowledges noise impacts from the preferred alternatives in DEIS Chapter 11. UDOT's analysis of noise impacts from the gondola seems to find that noise created by gondola towers and stations would be within the noise impacts already created by SR 210. For some Alta residential areas, commercial properties, and common public gathering spaces, the gondola will be closer than SR 210, which could cause gondola-related noise to exceed noise emanating from SR 210. Additionally, SR 210 only creates noise impacts when vehicles are travelling on the roadway. The gondola will be operating continuously throughout its daily operational period, so any periods of silence that take place when no vehicles are travelling on SR 210 would be disrupted by constant gondola noise. This would be especially impactful to residential areas along the Alta-Snowbird Bypass Road and commercial properties including the Rustler Lodge, the Alta Lodge, and the Goldminers Daughter Lodge.

Bus Comments

Whereas the gondola alternatives include simple plans for upcanyon stations at Snowbird and in Alta, neither of the bus-based alternatives include any indication of where a high-capacity bus station in Alta would be situated. The location of such a facility could be a critical aspect of the functionality and popularity of a bus system, and local traffic and vehicular circulation would need to be coordinated with the arrival and departure of busses every five minutes. Like a future gondola station, a bus station would need to be designed with avalanche hazard in mind. UDOT will need to coordinate with the Town of Alta to provide water and sewer service to the facility, and to understand the implications of the facility for local law enforcement and shelter-in-place capabilities.

The speed limit on SR 210 through Alta is 25 miles per hour, but due to the very wide nature of the paved corridor through Alta, it is already common for vehicles to exceed the speed limit. It seems likely that peak period shoulder lanes along most of SR 210, which would not bear any vehicular traffic in the summer, would create greater visual clearance on the roadway and induce even faster vehicle speeds. UDOT must consider design elements to mitigate increased vehicle speeds if it

chooses to widen SR 210 in the lower and mid canyon segments of the roadway. If design elements to mitigate increased vehicle speeds are not installed, and if speed limit enforcement is not widely effective, any improvement in safety for cyclists, pedestrians, and others could be undermined by the hazards associated with faster vehicle speeds.

Widening SR 210 to add peak period shoulder lanes for the proposed enhanced bus service will dramatically alter the experience of driving on the Little Cottonwood Canyon Scenic Byway. Much of the roadway through the canyon is a narrow, winding, 2 lane road. Widening the road will entail massive new cut and fill slopes along the length of the roadway particularly in the lower canyon, where presently the roadway corridor is narrowest. UDOT should consider all possible measures of the mitigating the visual impact of these project elements.

UDOT must ensure it provides adequate road maintenance resources on SR 210 if it installs peak period shoulder lanes. These roadway segments could be susceptible to more rapid road surface deterioration during snowstorms, since they will not benefit from constant vehicle traffic, which can mitigate the buildup of snow and ice on the road surface in some conditions.

Do not hesitate to reach out to me or to Town of Alta staff if you would like to discuss our comments.

Sincerely,



Harris Sondak
Mayor



Chris Cawley
Assistant Town Administrator

COMMENT #: 13341
DATE: 9/2/21 8:57 AM
SOURCE: Website
NAME: Maureen Petit, Project Manager

COMMENT:

The Utah Department of Environmental Quality (UDEQ) Division of Environmental Response and Remediation (DERR) has reviewed the Little Cottonwood Canyon Environmental Impact Statement (EIS) made public on June 25, 2021 and has the following comments.

1. Please note that Sites deleted from the National Priority List (NPL) or listed as No Further Remedial Action Planned (NFRAP) may contain contaminated material and future construction activities associated with this project may encounter hazardous substances. This includes the Davenport and Flagstaff Smelter, Jones and Pardee Smelter, and North Star Smelter. Additionally, there may be historical mining features within the canyon that have not been investigated by DERR that may impact the Alternatives listed in the EIS. Please notify the DERR before the aforementioned sites are disturbed and if other historical mining features are encountered to coordinate appropriate measures to protect human health and the environment.
2. Section 16.3.2.3 - Superfund (CERCLA) Sites and Voluntary Cleanup Programs. Please note that the Jones and Pardee Smelter and North Star Smelter are not National Priorities List (NPL) sites under CERCLA (Superfund). These Smelter Sites were investigated under CERCLA authority in coordination with the EPA. Preliminary Assessments were conducted at both smelter sites and it was determined at that time that the threat to human health and/or the environment was not sufficient for further CERCLA consideration such as conducting a CERCLA Site Investigation or proposal for inclusion on the EPA's National Priorities List. Despite this determination, there may still be mining wastes at these sites, that if disturbed, would need to be managed in a protective manner.
3. Section 16.3.2.3 - Superfund (CERCLA) Sites and Voluntary Cleanup Programs. Please note that the Davenport and Flagstaff Smelters are considered a single site under the EPA's National Priorities List (NPL) designation. A portion of the CERCLA designated Davenport and Flagstaff Smelters NPL site, prior to EPA's NPL listing, had been in the state's Voluntary Cleanup Program (VCP). That portion of the combined NPL listed site was terminated from the VCP once the collective smelter sites were placed on the NPL in 2003. The main driver for NPL listing was lead and arsenic contamination. Contaminated soil was removed throughout most of the site to a depth of 18 inches and capped with clean fill; however, waste remains in place at depth and is managed through institutional controls and is subject to the Salt Lake County Soil Ordinance (Title 9.50.060).
4. Section 16.4.6.2 S.R. 210, Å North Little Cottonwood Road to Alta. The land on the La Caille Restaurant property is part of the Davenport and Flagstaff Smelters NPL "Superfund" Site and proceeding with Gondola Alternative B could encounter a "high probability of contamination." Please include coordinating with DERR and the EPA in the alternative if construction is planned on the Davenport and Flagstaff Smelter Site footprint.
5. Section 24.2.6 Approval of Remediation Work Plan (UDEQ or EPA). Gondola Alternative B involves construction on the Davenport and Flagstaff Smelters NPL Site and falls under the Salt Lake County municipal code (Chapter 9.50 Institutional Controls). This is an institutional control (IC) applied to the completed remedial action at the Davenport and Flagstaff Smelters NPL site. In addition to the County, please include coordinating with DERR and the EPA so we can ensure that the requirements of the IC are appropriately considered and incorporated into the preparation of this alternative.

COMMENT #: 13342
DATE: 9/2/21 11:10 AM
SOURCE: Email
NAME: Britney Ward

COMMENT:

Sandy City Engineering Comments
Good morning Josh-

The time you have spent with us each month to review the LCC EIS study progress and to address any questions we have has been appreciated, and the importance given to maintain our involvement is welcome. Thank you for suggesting the more important chapters to review, it was very helpful. Like I said in our last meeting, the study is well put together. It made a careful effort to discuss many of the concerns expressed through the process. It is detailed, logical, and easy to read. I was impressed by the level of detail put into the concept drawings and operations, mobility hub needs, travel impacts, and costs. Due to the reports extensive content, it was wise to avoid repeating text and instead state that conditions are the same as the previous alternative. Amid the educational purposes of the document, here are a few comments I wanted to bring to your attention. These comments do not represent Sandy City as a whole, rather they are only from our Engineering team. You will likely be getting additional comments from the other divisions within Sandy.

Appendix 2G p.20

Why is there so much cog rail discussion on this page? This section is to discuss the Gondola Alternative B.

Appendix 2G p.20

The gondola is adding impervious area: deep foundations, angle stations. The amount of disturbance when building towers will also be high, with possible permanent damage to soils.

Appendix 2G p.21

I only see 5 sub alternatives, not 9.

Chapter 7 p.3

Why was SR-209 not mentioned as another road of importance? It directly feeds into LCC, and is closer than any "of the three other roads mentioned.

Chapter 7 p.7

The document states that during the 30th highest hour in 2018, traffic backed up on SR-210 from the intersection with SR-209 is about 2,775' and on SR-209 backups were about 50'. This is not correct, based on our experience. 50' is less than 3 vehicles. We frequently witness, and get complaints of back-ups on SR-209 much longer than this. They will frequently extend past Wasatch Blvd. It is also mentioned earlier on this same page that traffic in the morning becomes congested at this intersection, causing substantial traffic backups that can extend for miles on both roads. We did discuss this in our last monthly meeting, and you mentioned that the 50' queueing was based on the traffic modeling only. Perhaps the modeling determined the short back up length because the intersection is not a signal, rather it consists of an eastbound merge lane? It would be beneficial to do in-person observations on

SR-209, and to review UDOT's ATSPM data at the SR-209 Wasatch Blvd signal. This will help determine actual experienced queueing lengths, rather than a modeled estimate.

Chapter 7 p.7

Reading between the lines...Is the EIS saying that the 30th highest hour is an hour that doesn't have any avalanche closures, and therefore no congestion on SR-209? So, only during and after avalanche closures is when traffic backs up on SR-209 to Highland Dr? I'm really trying to understand how the study identifies no back-ups on SR-209.

Chapter 7 p.15

7.4.2.2 section should clarify that the decreases are in year 2050.

Chapter 7 p.15

7.4.2.2 the fourth paragraph of this section mentions the need to drive to the gondola base station. This option is actually to discuss enhanced bus, not gondola.

Chapter 7 p.15

The placement of Table 7.4-7 is strange here. The document has only discussed the No Action and the Enhanced Bus alternatives thus far. The same could be said about Figure 7.4.1. A better place for these images would be at the end of the chapter.

Chapter 11 p.13

The last paragraph states that LOS C was used to represent the worst-case noise conditions while traffic was un-congested. As UDOT's design goal is LOS D, using a LOS D in the noise study could be more justifiable. Accordingly, LOS D is also the worst-case LOS desired for the 30th highest hour. However, we did discuss this comment with you at our most recent monthly meeting. To the effect of what was explained in our meeting, I suggest adding clarification that using LOS C is more conservative because higher noise is experienced at this level.

Chapter 20 p.19

In the Gondola Alternative B section, the first paragraph states that development would be induced. But then in the last paragraph on this page, it states that development would not be induced. Text clarification is needed.

General comments:

For each of the alternatives, the 9400 S Highland Dr mobility hub is conferred. While the document stated that there would be an increase in trips to the hub on both 9400 S and Highland Dr, and that there would be no traffic increases to the bordering neighborhood, I didn't see further adjacent traffic impacts discussion on the matter. Will the study be doing a traffic study on the roadway impacts from the structure? Or will this be done at a later time when plans are submitted through our development review process?

Looking at the big picture, all alternatives seem at least somewhat helpful, which the study did a good job of explaining. I look forward to continued collaboration with UDOT through this and future studies and projects to determine the specific impacts to SR-209, Highland Dr, and Wasatch Blvd in Sandy City. The LCC EIS will provide the foundation for future development and roadway projects in our city, and will guide us in determining future expectations of the area. We intend to add to that with the

Highland Dr EIS and the SR-209 specific study. We look forward to supporting UDOT as the identified best alternatives and phasing's are implemented, particularly regarding the 9400 S Highland Dr mobility hub and SR-209 improvements. See you next month.

COMMENT #: 13343
DATE: 9/2/21 2:14 PM
SOURCE: Email
NAME: Mike Johnson

COMMENT:

Josh and EIS project team members:

On behalf of the Mayor, City Council, and city staff, please accept the attached letter as the city's official public comment regarding the EIS and the Preferred Alternatives.

Sincerely,

Mike Johnson
Community & Economic Development Director
Cottonwood Heights



September 2, 2021

Delivered Via Email

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121

Subject: City of Cottonwood Heights Public Comments – Little Cottonwood Canyon EIS Preferred Alternatives

Dear Project Team Members and Leadership:

On behalf of the Mayor, City Council, and city administrative staff, please accept this letter as official public comment from the City of Cottonwood Heights ("the city") regarding the Draft EIS / Preferred Alternatives phase of the EIS.

Recommendation

After extensive review of the two preferred alternatives presented by UDOT, **the city supports the 'Enhanced Bus Service in Peak-Period Shoulder Lane' alternative**. While numerous concerns and questions remain, this enhanced bus alternative most closely aligns with the goals and recommendations of the Wasatch Boulevard Master Plan ("WBMP") and has fewer direct negative impacts on Cottonwood Heights. Additionally, the enhanced bus alternative allows phased implementation and future flexibility that has the potential to benefit far more transit and canyon users than just those visiting Little Cottonwood Canyon ski resorts. Detailed rationale for this staff recommendation and conclusion is found below.

Review and Analysis of Draft EIS and Preferred Alternatives

The following is a summary of the city's findings after thorough review and analysis of the Draft EIS.

Corridor Design and Aesthetics

- One of the city's top priorities remains the design speed and aesthetics of the road. The reference to the WBMP and UDOT's Wasatch Boulevard Corridor Aesthetics Plan ("Aesthetics Plan"), plus previous verbal agreement by UDOT to collaborate with city officials is appreciated. Future roadway design should evoke the 'Boulevard' name of the corridor, which can result in a unique and memorable corridor that is safe and appealing for residents, visitors, and tourists alike. However, the city requests additions to the EIS to reaffirm this position;
- The city suggests that the 'Aesthetics' section heading on page 2-53 of the EIS be amended to 'Aesthetics and Design';
- The city requests that UDOT include enhanced language that provide a commitment to view Wasatch Boulevard as a special character gateway and recommends specific reference in the EIS

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document that any future sound walls or other corridor improvements all be reviewed under this same procedure to ensure cohesive design and aesthetics;

- The city also requests that the WBMP and Aesthetics Plan be included as appendices to the EIS package. This will ensure that UDOT and the city are committed to collaborating on roadway design and aesthetics regardless of the staff or officials involved;
- Cottonwood Heights requests a specific signed agreement/memorandum of understanding with UDOT that the roadway design will be established in a collaborative manner, following the tenets of the WBMP and Aesthetics Plan;
- When discussing design speed in Chapter 2 of the EIS (page 2-37), it states that, *"a lower design speed would still have the same cross-section design standards as identified in Section 2.6.2.3, Wasatch Boulevard Alternative, except that the clear zone [i.e., shoulder] could be reduced by 8 feet on the west side of Wasatch Boulevard. The clear zone on the east side would also be reduced by 8 feet, but the overall width needed for the roadway would not change because the area needed for the trail and park strip would still be required."* The city strongly encourages this clear zone reduction be implemented. Although the overall right-of-way width remains the same, the amount of asphalt utilized would be reduced, representing a more balanced implementation of roadway elements that are not vehicular lanes (on-street bike lanes, separated trails, medians, landscaping).
- The city requests that a reference be added to this section (2.3.1 – Roadway Design) that UDOT has formally recognized the Wasatch Boulevard Corridor as a special character corridor, which as the city understands will make its design process more unique and flexible than UDOT's standard roadway design policy. This should be clearly acknowledged within the EIS document;
- Per the WBMP, future collaborative design of the corridor should prioritize the reduction of any added roadway noise in an effort to maintain or reduce current roadway decibel levels and preserve the quality of life for adjacent neighborhoods;
- A speed study of the roadway under current conditions will not yield new results. Roadway design and formal speed studies must be conducted simultaneously. The city requests that UDOT reference the connection between design speed and posted speed. Additionally, UDOT officials previously stated to the City Council in a public meeting that best efforts would be made to reduce corridor speeds. The city fully expects UDOT to continue work toward fulfilling this public commitment;
- Definitive language should be included in the EIS document regarding the future widening of Wasatch Boulevard from imbalanced lanes to five lanes. The current EIS states that five-lane widening is triggered at LOS E or F on the corridor. The city requests that trigger requirement be revised strictly to LOS F, which should be determined over a prolonged period prior to implementation of any widening. The city also requests jurisdictional collaboration prior to any widening to ensure the corridor design and aesthetics are not negatively impacted by future work;
- The city requests that UDOT revise the terminology addressing Wasatch Boulevard widening. It should be labeled as '5-lane phased approach' to further clarify UDOT's stated intent;
- While it is understood that previously proposed traffic speed mitigation measures, such as roundabouts, roadway chicanes, or similar traffic calming measures were eliminated from consideration, the city requests that these design elements be reconsidered and analyzed further, especially when Wasatch Boulevard undergoes roadway design. These mitigation techniques are specifically referenced in the Preferred Scenario of the Wasatch Boulevard Master Plan, and should not be eliminated before detailed roadway design has taken place.

Corridor Mobility and Local Access

- Neighborhood access and safety is critical. A stronger emphasis must be placed on ensuring safe neighborhood ingress and egress, particularly at Kings Hill Drive. The city continues to advocate for a signalized intersection at this location, in addition to ongoing recommendations to reduce roadway speeds through posted speed limit and roadway design elements. Further, the city requests that more detail be provided on how the intended improvements to this intersection will improve the ease and safety of neighborhood access;
- In accordance with the Preferred Scenario of the WBMP, the additional south-bound lane should continue to be considered as a flexible lane, or a transit-only lane. Similar to the proposed widening in Little Cottonwood Canyon, further consideration should be given to utilizing this added roadway capacity for peak-period transit and/or HOV purposes, but for recreational and active transportation purposes during non-peak times;
- UDOT has previously stated that the shared-use pathway is cut off at the High T due to city property south of that location containing a preservation easement. This is not a legitimate reason to stop the trail, and the city recommends that the shared-use path continue as far south as possible. A recreational trail is feasible and allowable within the preservation easement and can provide pedestrians direct access to a future Bonneville Shoreline Trail location. The gondola alternative and location of a major commercial transit center does impact the preserved and natural quality of the property and creates far more concerns than the shared-use path. Regardless of the alternative chosen, the shared-use path should be extended;
- The city requests that UDOT revise reference of pedestrian bridges to 'grade-separated crossings,' which allows future flexibility for other options for safely crossing Wasatch Boulevard, such as below-grade crossings, depending on the exact location identified for such features;
- In addition to grade-separated pedestrian crossings, UDOT's design must also implement measures that make at-grade pedestrian crossings at signalized locations much safer. Features such as enhanced crosswalks, pedestrian crossing signals that are more visible to vehicles, pedestrian refuge locations in medians, and other safety measures should all be implemented to provide safety for and increase vehicular awareness of pedestrians;
- The proposed shared-use path should be designed to connect to other pedestrian amenities in the area, including neighborhood sidewalks, surrounding trail systems (i.e. Big Cottonwood Canyon Trail) private developments (i.e., gravel pit site), and transit stops. UDOT should also consider in its design process a wayfinding signage system, so the shared-use path becomes both a recreational amenity but also a substantial piece of active transportation infrastructure;
- Traffic studies that serve as the baseline analysis for the EIS are not current. The city requests that UDOT complete a current traffic analysis of the project area. An updated analysis will ensure the most accurate and updated data are used as a basis for decision making. Acknowledgement of the short-term and long-term impacts of the COVID-19 pandemic on traffic patterns should also be included.

Enhanced Bus Advantages & Recommendations

- As part of the enhanced bus service alternative, UDOT should disincentivize personal vehicle travel, especially during peak traffic periods. Tolling is one method, which is already included in the EIS. Other suggestions include opening resorts earlier to transit riders, discounted lift ticket prices for transit users, and additional fees for parking at the resort locations. Creative approaches and public-

private partnerships will be required to properly incentivize bus use. The gondola alternative provides numerous details on public-private partnerships, and the enhanced bus alternative should be looked at with the same level of creativity to make sure the alternative is as effective and appealing as possible;

- Anticipated enhanced bus travel time is shorter than vehicular travel time. With avalanche sheds leading to fewer canyon closures and additional bus-only capacity in the canyon, the enhanced bus alternative seems to be the most effective and efficient solution to reduce vehicular traffic and travel time in the canyons. It is acknowledged that canyon closures will impact bus travel time if there is traffic back-up on Wasatch Boulevard. However, such closures will also impact travel time for gondola users by delaying travel time to the gondola station;
- The enhanced bus alternative provides much more long-term flexibility. It provides a legitimate transit option for skiers, as well as recreation stops to trailheads in the Canyon. It also allows future transit solutions in Big Cottonwood Canyon as well as north-bound commuting to destinations such as downtown Salt Lake City, Research Park, and the University of Utah. The enhanced bus alternative may be implemented in a phased, scaled approach. The gondola alternative is much more of an all-or-nothing option;
- While costs are high for both alternatives and there are additional ongoing costs for the enhanced bus solution, there is much greater flexibility in terms of bus scheduling and service and potential for year-round use, future service to Big Cottonwood Canyon, bus stops at popular trail locations in both canyons, and other non-resort destinations. The gondola option does not provide these opportunities. In that sense, the enhanced bus alternative also furthers the goals in the Central Wasatch Commission's Pillars document. Specifically, the option for transit flexibility both in and out of Little Cottonwood Canyon encourages year-round transit use and caters to more canyon users.
- UDOT should plan on a phased approach with improvements to accommodate demand and need over time. The bus alternative provides greater flexibility to do this and make any course corrections needed over the course of implementation;
- The city cautions UDOT against removal of the peak-period shoulder lane. Without it, transit incentives are decreased and the same traffic bottlenecks issues that are experienced today will persist. The additional lanes' non-peak use as a trail and bike lane helps offset the impact of such added capacity in the canyon. As stated previously, a similar approach should be taken with added capacity on Wasatch Boulevard;
- The large mobility hub, coupled with flexible enhanced bus service, also provides future benefit to Big Cottonwood Canyon as well as other commuter traffic in the region (e.g., north-bound transit lines to Research Park, or a direct connection from the gravel pit hub to TRAX lines become more appealing and feasible).

Gondola Alternative Concerns & Disadvantages

- The Gondola station is incompatible with the WBMP. The plan identifies the gravel pit as the preferred location for a major transit hub, as this location will allow vehicles to park prior to entering the Wasatch Boulevard corridor. Locating the gondola at the end of the corridor does not resolve major traffic issues on high-traffic days. Additionally, the WBMP recommends limiting major redevelopment projects along the corridor and envisions land use along the corridor to remain residential and recreational. A major commercial gondola center conflicts with this;

- The mobility hub at the gravel pit is likely to become an underutilized surface parking lot with 600 stalls under the gondola alternative. This conflicts with the Wasatch Boulevard Master Plan, which recommends structured public parking integrated into a high-density mixed-use development. A creative and collaborative approach to a large transit hub, through public-private partnership with future site developers, will ensure a sustainable long-term development that provides a public benefit. A smaller surface lot does not have the same potential;
- The isolated and residential location of the gondola station parking structure is more likely to result in underutilization of the public parking at non-peak hours and in spring/summer months than a major mobility hub at the gravel pit surrounded by high-density mixed-use development;
- The gondola alternative requires major investment that only directly benefits two locations – Snowbird and Alta. There is very limited flexibility in this option for other types of transit users interested in visiting Big Cottonwood Canyon, access trails, or commuting;
- The city has seen preliminary designs for the gondola station that require encroachment on the city's 26-acre open space preservation property for the use of bus stops/bus pull-out areas. This type of encroachment is problematic and conflicts with the recreational purpose of the perpetual open space easement recorded against the property;
- When comparing anticipated travel times, the gondola alternative takes much longer to travel up the canyon than the bus alternative. The gondola travel time is also substantially longer than vehicular travel time, which provides little incentive to use the gondola;
- The gondola alternative fails to remove any canyon traffic (transit and vehicular) from Wasatch Boulevard. The larger mobility hub identified in the enhanced bus alternative ensures that all transit users will park and board transit before entering the corridor. Additionally, the location of the gondola station will have a tangible impact on the city-owned portion of Wasatch Boulevard from gondola traffic coming from the south and west. This roadway already operates near capacity and the city does not intend to widen that road in the immediate future.

Conclusion

After reviewing the draft alternatives and other project documents, comparing recommendations in the Draft EIS to the city's Wasatch Boulevard Master Plan (and UDOT's Corridor Aesthetics Plan), and meeting with EIS project officials and stakeholders numerous times, the city of Cottonwood Heights supports the enhanced bus with peak-period shoulder lane alternative over the gondola alternative. To further support the city's findings and analysis in this letter, attached is a document with key supporting references to the Wasatch Boulevard Master Plan and to UDOT's Corridor Aesthetics Plan.

Sincerely,



Michael J Peterson
Mayor
Cottonwood Heights

Attachment – Wasatch Boulevard Master Plan & Wasatch Boulevard Corridor Aesthetics Plan – Notable References

Wasatch Boulevard Master Plan & Wasatch Boulevard Corridor Aesthetics Plan Reference Sheet








Wasatch Boulevard Master Plan ([link to full plan](#))

- Preferred Scenario (page 4)
 - 'Consider roundabouts with pedestrian crossings to calm traffic and allowing neighborhood access at key points'
 - 'Reduction of speed limit on Wasatch Boulevard'
- Preferred Scenario Cross Section (page 5)
 - 'Flex Shoulder – open to vehicles in peak hour, open to HOVs on peak ski days, informal bike space rest of time, Future consideration for Bus Rapid Transit (BRT)'



- Preferred Scenario Analysis (pages 6-9)

The Preferred Scenario moves people through the corridor reliably and safely by:

-  Adding a transit-prioritized lane in each direction on Wasatch Boulevard in Segment 1, increasing the corridor's capacity to move people more reliably.
-  Adding a lane or shoulder for peak traffic use in each direction on Wasatch Boulevard in Segment 3, increasing the corridor's capacity to move people more reliably.
-  Initiating an enhanced bus or bus rapid transit line north along the Valley's east side and terminating at or near the Gravel Pit, providing a high-capacity transit possibility to carry people from the Gravel Pit to major activity centers, reflecting a strong travel market. Cottonwood Heights will work closely with UTA to achieve this increased service and infrastructure.
-  Improving and emphasizing transit access along the corridor through road design and function (e.g. flex lanes, transit preemption, BRT, etc.).
-  Slowing the speed of Wasatch Boulevard south of Big Cottonwood Canyon.
-  Implementing traffic calming features such as medians and roundabouts.
-  Enhancing visibility of pedestrians and cyclists at crosswalks at major intersections.

The Preferred Scenario promotes and prioritizes sustainable solutions to Wasatch Canyon access at a local and regional scale by:

-  In partnership with UTA, shaping a vibrant canyons hub, with a wealth of park-and-ride spaces, high-quality transit center, frequent transit service to the key canyons destinations, and complementary land uses such as retail and restaurants, hotel rooms, and on-site recreation.
-  Implementing flex shoulders on Wasatch Boulevard south of Bengal Boulevard that are open to transit and HOVs only on peak ski days, providing a way to incent trip reduction in the canyons and emphasizing more efficient means of transportation year round.
-  Improving communication about canyon and parking conditions.
-  Implementing resident access improvements.

The Preferred Scenario **preserves and enhances the character and livability of existing residential neighborhoods** by:



Focusing new development focused on Gravel Pit area, preserving character of existing corridor neighborhoods.



Linking neighborhoods together through shared use pathways and trails along Wasatch Boulevard.



Reducing the barrier of Wasatch Boulevard with improved pedestrian and bicycle crossings.



Minimizing the pavement width of Wasatch Boulevard roadway as much as possible, despite the additional lane capacity.



Improving resident access onto Wasatch Boulevard through a slower street, features such as roundabouts, and warnings for canyon traffic not to block the intersections.



Creating a proactive, assertive development review process that will provide residents with a chance to shape the development of key parcels within neighborhoods.



Lowering the speed of Wasatch Boulevard through a new design and a lower posted speed.

- **Corridor Design and Aesthetics References**

Native Wasatch foothill landscaping

Another key element of a Wasatch Boulevard parkway would be continuation and enhancement of native Wasatch foothill landscape.



The design approach respects the mountain setting. A stylized design approach is used to create a roadway that embraces the natural hillside, creating a fully-realized parkway appropriate for the challenging setting. The result is a corridor that merges nature/mountain with home/yard/park.



Shared use pathways on Wasatch Boulevard

The "trunk" of this network should be connected shared use pathways and crossings running the length of the corridor, on one or both sides, depending on location and spacing of crossings and neighborhood accesses.

Wasatch Boulevard crossings

The largest challenge of this objective is likely finding the best way for people to cross Wasatch Boulevard, whether it at-grade or grade-separated crossings. Slowing down the speed would help this.

Leverage existing trails and paths

Two major existing and planned trail corridors connect to the Wasatch Boulevard corridor - the Big Cottonwood Creek pathway running northwest from the mouth of Big Cottonwood Canyon; and the planned Bonneville Shoreline Trail east of the developed neighborhoods on the east side of Wasatch Boulevard, which is part of a regional trail corridor along the eastern edge of the Salt Lake Valley. These can be integrated into the pathway network recommended by this plan, and to connect it to neighboring communities.



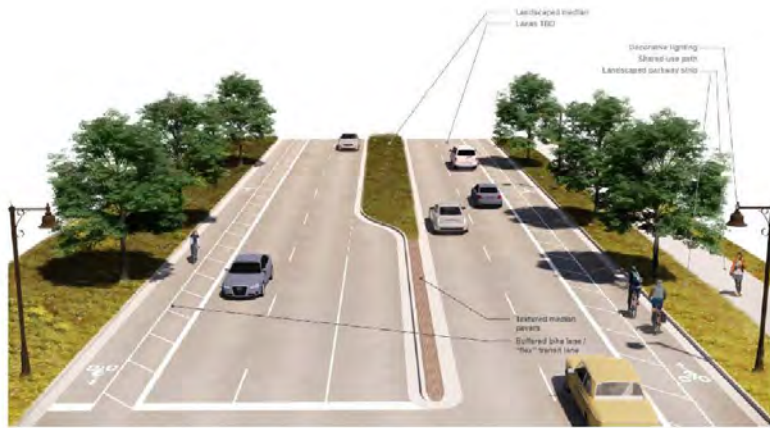
Images depicting elements of a pathway network for the Wasatch Boulevard corridor.

Wasatch Boulevard Corridor Aesthetics Plan (Prepared by UDOT)

The following are several graphics from UDOT's plan, presented to the public and to the Mayor and Council, that show various aesthetics and design elements that improve safety for all modes of transportation, reduce design speed of the roadway, and evoke the aesthetic of a true canyon gateway corridor:







COMMENT #: 13344
DATE: 9/3/21 7:55 AM
SOURCE: Email
NAME: Nicole Fresard

COMMENT:

Please find attached our response to your request for comments on the draft EIS, Chapter 13: Ecosystem Resources. The project is located between the intersection of SR-210 and SR-190 in Cottonwood Heights to the terminus of SR-210 in the town of Alta, Salt Lake County, Utah.

Our comments provided in this letter are intended to address DA Regulatory Program requirements. Please see the letter for complete information.

Please refer to identification number SPK-2018-00270 in any correspondence concerning this project.

This document was provided on behalf of Ms. Nicole Fresard, Senior Project Manager, Regulatory Division, Sacramento District, U.S. Army Corps of Engineers. If you have any questions, please contact her at 533 West 2600 South, Suite 150, Bountiful, Utah 84010, by email at [REDACTED]



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SACRAMENTO DISTRICT
1326 J STREET
SACRAMENTO CA 95814-2922

September 3, 2021

Regulatory Division (SPK-2018-00270-IN)

Utah Department of Transportation
Attn: Mr. Brandon Weston
4501 South 2700 West
Post Office Box 148450
Salt Lake City, Utah 84114-8450
brandonweston@utah.gov

Dear Mr. Weston:

As a cooperating agency on the preparation of an Environmental Impact Statement (EIS) for the Little Cottonwood Canyon (State Route 210) project, we are responding to your request for comments on the draft EIS, Chapter 13: Ecosystem Resources. The project is located between the intersection of SR-210 and SR-190 in Cottonwood Heights to the terminus of SR-210 in the town of Alta, Salt Lake County, Utah.

As indicated in Chapter 13, the project would result in the discharge of dredged or fill material in waters of the United States (waters) and would, therefore, require Department of the Army (DA) authorization. The comments provided in this letter are intended to address DA Regulatory Program requirements.

Based on information in this chapter, field surveys have been conducted in the areas within 125 feet on either side of SR-210 in addition to some areas encompassing specific proposed alternatives. The survey area is referred to as the *field survey area* which identified forty-five aquatic resource features including 13 palustrine wetlands that total 0.84 acre, 4,989 linear feet (2.80 acres) of perennial stream segments (including Little Cottonwood Creek and two unnamed perennial streams), 2,820 linear feet (0.44 acre) of intermittent streams, two seeps that total 0.01 acre, and 2,129 linear feet (0.25 acre) of ephemeral streams.

Section 13.3.2.3 summarizes all aquatic resources identified within the project area and section 13.3.2.3.4 discusses the jurisdictional status of waters. Note that only the Corps of Engineers has the authority to determine the jurisdictional status of waters through the jurisdictional determination process. At this time, a jurisdictional determination has not been requested for this project. Therefore, the sections that discuss impacts to waters must be modified to exclude language regarding jurisdictional status. Should a jurisdictional determination be requested, a report prepared in accordance with the "Sacramento District's Minimum Standards for Delineation of Waters of the United States" (enclosure 1) will be required for review and approval. A formal determination would refine any over/under estimations and omissions for aquatic resources located within the project site.

A description of alternatives indicates that the following alternatives would result in a discharge of dredged or fill material in potential waters.

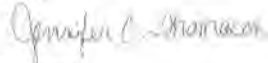
- Enhanced Bus Service Alternative would result in 0.03–0.17 acres of stream impacts.
- Enhanced Bus Service in Peak-period Shoulder Lane Alternative would result in 0.32–0.46 acres of stream impacts.
- Gondola Alternative A would result in 0.03–0.17 acres of streams impacts.
- Gondola Alternative B would result in 0.03–0.17 acres of stream impacts.
- Cog Rail Alternative would result in 0.35–0.49 acres of stream impacts.

The alternatives resulting in a discharge of dredged or fill material in waters would require review and approval from the Corps of Engineers. Unavoidable losses of waters in excess of 0.1 acre will require compensatory mitigation in accordance with 33 Code of Federal Regulations Part 332.

The Corps of Engineers would like to reiterate concerns with the potential for indirect impacts to waters. Indirect impacts are defined as impairments or losses of aquatic resources that occur at a different time or location than the placement of the fill. Indirect impacts could be reduced or eliminated through the mitigation measures, including implementation of best management practices (BMPs). While BMPs have been demonstrated to be effective means at reducing impacts, such BMPs are not 100% effective and adverse construction effects are well-established. Although BMPs should be required per mitigation requirements, indirect impacts to water aquatic ecosystems adjacent to the project area should be included in the scope of effects.

We appreciate the opportunity to provide our comments on the draft EIS. Please refer to identification number SPK-2018-00270 in any correspondence concerning this project. If you have any questions, please contact me at 533 West 2600 South, Suite 150, Bountiful, Utah 84010, by email at Nicole.D.Fresard@usace.army.mil, or telephone at (801) 295-8380 ext. 8321. For more information regarding our program, please visit our website at www.spk.usace.army.mil/Missions/Regulatory.aspx.

Sincerely,



for Nicole Fresard
Senior Project Manager
Nevada-Utah Section

cc: Mr. Joshua Van Jura (jvanjura@utah.gov)
Ms. Carol Snead (carol.snead@hdrinc.com)
Mr. Vincent Izzo (Vincent.Izzo@hdrinc.com)



MINIMUM STANDARDS FOR ACCEPTANCE OF AQUATIC RESOURCES DELINEATION REPORTS

U.S. ARMY CORPS OF ENGINEERS

BUILDING STRONG.

January 2016

The U.S. Army Corps of Engineers, through its Regulatory Program, regulates certain activities in waters of the United States. Waters of the U.S. are defined under 33 CFR Part 328. In order for the Corps to determine the amount and extent of waters of the United States at a site, aquatic resources must first be delineated in accordance with established regulatory standards, guidance and protocol, such as the 1987 Corps of Engineers Wetlands Delineation Manual and appropriate regional supplements. Before making any permit decision, the Corps is responsible for conducting or verifying the delineation and determining which of the aquatic resources have the potential to fall under federal jurisdiction.

Due to limited staffing and resources, the Corps' Sacramento District recommends permit applicants employ the services of individuals experienced in delineating aquatic resources. Permit applicants are further encouraged early in the project planning stages to submit the delineation, along with a request for a preliminary or approved jurisdictional determination, and engage in a pre-application consultation with their local District office. Early consultation may help identify potential concerns and result in a quicker permit decision.

The District has established minimum standards for delineation reports to insure consistency and accuracy in the delineation of aquatic resources, which will minimize potential delays. The standards are based on years of experience conducting and verifying delineations, as well as the best practices of environmental consultants. Delineations submitted for verification must follow the standards, unless determined to not be practical on a case-by-case basis. Situations where adherence to the standards may not be practical include activities with small permanent or temporary impacts to aquatic resources (under 0.10 acre), applicants with limited financial resources, and emergencies. The District will notify the requestor for delineation submittals that do not contain sufficient information to accurately identify the limits of waters of the U.S.

Aquatic resources delineation reports submitted to the District must include the following:

- ☐ A cover letter requesting a jurisdictional determination. The letter must specify whether a preliminary or approved jurisdiction determination is requested.
- ☐ A signed statement from the property owner(s) allowing Corps personnel to enter the property and to collect samples during normal business hours. If the property is land-locked, the owner or proponent must obtain permission from the adjacent property owner(s) to provide access for Corps personnel.
- ☐ A statement that the delineation has been conducted in accordance with the 1987 Corps of Engineers Wetlands Delineation Manual and appropriate regional supplement(s). The regional supplement(s) used must be identified. For ordinary high water mark (OHWM) delineations, a statement identifying the use of the OHWM field guide must be included.

Enclosure 1

- ☐ Directions to the survey area.
- ☐ Contact information for the applicant(s), property owner(s), and agent(s).
- ☐ A narrative describing all aquatic resources at the site and an explanation for the mapped boundaries, especially for resources containing complex transition zones. If the site contains resources that meet one or two wetland criteria or do not exhibit a clear OHWM, describe the rationale for not delineating these features. Examples include erosional features, upland swales, and other upland areas that appear "wet" on satellite or aerial imagery.
- ☐ The total acreage of the survey area.
- ☐ Date(s) field work was completed.
- ☐ A table listing all aquatic resources. The table will include the name of each aquatic resource, its Cowardin type, acreage, and location (latitude/longitude). For linear features, the table must show both acreage and linear feet.
- ☐ A description of existing field conditions. The field condition description may include current land use, flood/drought conditions, irrigation practices, modifications to the site, and any characteristics considered atypical.
- ☐ A discussion of the hydrology at the site, including all known surface or subsurface sources, drainage gradients, surface water connections to the nearest traditional navigable waterway or interstate water, and any potential influence for manmade water sources, such as irrigation. The discussion should also identify the nearest "blue-line" waterway or other feature found on the most recent USGS map.
- ☐ If remote sensing was used in the delineation, provide an explanation of how it was used and include the name, date and source of the tools used and copies of applicable maps/photographs.
- ☐ A discussion of plant communities and habitat types present at the site and a list of the scientific name, common name, and wetland indicator status of all plants.
- ☐ Soil descriptions, soil map(s), and a discussion of hydric soils or soils with hydric inclusions at the site.
- ☐ Any observed or documented interstate or foreign commerce associated with aquatic resources found on the site, specifically recreation or other use by interstate or foreign travelers, sale of fish or shellfish in interstate or foreign commerce, and use by industries operating in interstate or foreign commerce.

☐ A site location map on a 7.5-minute USGS quadrangle. The map must provide the name of the USGS quadrangle, Section, Township, Range, the UTM or latitude and longitude.

☐ A completed copy of the *Aquatic Resources Excel* spreadsheet must be submitted. The current version of the spreadsheet can be found at the following website:
www.spk.usace.army.mil/Missions/Regulatory/Jurisdiction/WetlandDelineations.aspx

☐ A map of all delineated aquatic resources ("Aquatic Resources Delineation Map") in accordance with the *Final Map and Drawing Standards for the South Pacific Division Regulatory Program* (Mapping Standards) and showing the following:

☐ All aquatic resources delineated must be clearly shown on the map. Because only the Corps determines the regulatory status of each aquatic resource, the map must not include any labeling about jurisdiction. If the requestor believes one or more aquatic resources are not jurisdictional, the rationale should be included in the delineation report and the resource(s) should be identified on the map.

☐ At least one set of paired data points, documented in data forms, for each aquatic resource or complex. The paired data points must be located close to the delineated boundary. Additional data points may be necessary, and should be shown on the map, depending on various factors including the size and shape of the aquatic resource, changes in vegetation communities, and slope.

☐ A reference block that identifies the site or project name, individual(s) who conducted the delineation, date of the map, and date(s) of any revisions.

☐ Completed data forms including all essential information to make a decision.

☐ A description of the methods used to survey the aquatic resource boundaries. For most delineations, the Sacramento District requires GPS equipment for the collection of data. At a minimum the GPS equipment must have the capability of sub-meter (≤ 1 meter) level accuracy. If other methods are used, the report must contain a rationale for this deviation.

☐ Digital data for the site, aquatic resource boundaries, and data point locations must be provided in a geographic information system (GIS) format, with ESRI Shape-files being the preferred format. Each GIS data file must be accompanied by a metadata file containing the appropriate geographic coordinate system, projection, and datum. If GIS data is unavailable or otherwise cannot be produced and the Corps determines a site visit is necessary, the aquatic resource boundaries must be physically marked with numbered flags or stakes before the Sacramento District can complete a delineation verification.

Often, additional information can expedite the verification of a delineation. Particularly helpful data includes site specific topographic maps, National Wetland Inventory (NWI), Light Detection and Ranging (LIDAR), satellite, aerial and ground photographs, floodplain maps, and related reports.

The Corps' Sacramento District developed a suggested format for aquatic resources delineation reports, which is attached to this document. This format is not required but rather is intended to assist requestors with the preparation of a delineation report in accordance with these minimum standards.

More information regarding aquatic resource delineations, including reference materials, the *Aquatic Resources Excel* spreadsheet, and the suggested format for the aquatic resources delineation report can be found on our website at:
www.spk.usace.army.mil/Missions/Regulatory/Jurisdiction/WetlandDelineations.aspx.

**DRAFT/FINAL AQUATIC RESOURCE DELINEATION
REPORT**

Survey Name
Date

Prepared By:

Author's Name, Title
Consulting Company /Region/Cooperating Agency Name
Address
Phone Number
email

Prepared For:

Name (Role)
Company
Address
Phone Number
email

Executive Summary

Provide the following information:

- A statement that the delineation has been conducted in accordance with the 1987 "Corps of Engineers Wetland Delineation Manual" and appropriate regional supplement(s), with the identification of what supplement was used.
AND/OR
- A statement that the delineation has been conducted in accordance with the 2008 "A Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States"
- One paragraph summary of aquatic resource findings including:
 - Number and total area of aquatic resources within project area.
 - Total acreage of the survey area
 - Dominant aquatic resource classifications and general condition of aquatic resources.

Survey Name
Aquatic Resource Delineation Report

i

Month Day, Year

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Acronyms and Abbreviations

BMP	best management practice
cfs	cubic feet per second
LIDAR	Light Detection and Ranging
LWD	large woody debris
MP	Mile Post
NRCS	Natural Resources Conservation Service
NWI	National Wetland Inventory
NWPL	National Wetland Plant List
OHWM	ordinary high water mark
PEM	palustrine emergent
PFO	palustrine forested
PSS	palustrine scrub-shrub
ROW	right-of-way
SR	State Route
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
UTM	Universal Transverse Mercator coordinate system
WRIA	Water Resource Inventory Area

[add or delete acronyms and abbreviations as needed]

Chapter 1. Introduction

- Identify contact information for the applicant(s), property owner(s), and agent(s).
- Survey area description
- The purpose of this report is to identify and describe aquatic resources and, to identify known possible sensitive plant, fish, wildlife species, and cultural/historic properties in the survey area. This report facilitates efforts to:
 1. Avoid or minimize impacts to aquatic resources during the design process.
 2. Document aquatic resource boundary determinations for review by regulatory authorities.
 3. Provide early indications of known sensitive species and historic/cultural properties within the survey area.
 4. Provide background information.

Chapter 2. Location

Identify the county and state where the project is located. Also include nearest town, as well as the street address or nearest intersection, and the Section, Township and Range the UTM or latitude and longitude. Provide driving directions to the survey area.

Chapter 3. Methods

- Describe all methods used to delineate and survey aquatic resources.
- Include any deviations from standard methods. Make sure methods comply with appropriate U.S. Army Corps of Engineers Guidelines.
- If remote sensing tools were used to aid in delineation, list what tools were used and provide a copy of the maps if possible.

Chapter 4. Existing Conditions

4.1 Landscape Setting

Describe in 1-2 paragraphs the topography, geological features, major water bodies, surface water flow, community types, existing vegetation, current land use, and major recent or historical disturbances – such as logging, mining, and farming.

Include:

- The total acreage of the survey area.
- A description of existing field conditions including current land use, time of season the site visit(s) were conducted, flood/drought conditions, irrigation practices, modifications to the site, and any characteristics considered atypical.
- A discussion of whether the entire survey area was field verified. If entire survey area was not visited, identify which areas were visited and a rationale for why the entire site was not visited.

4.2 Aquatic Resources

4.2.1 Overview

Provide brief overview of the existing aquatic resource conditions:

Include the following information:

- Describe all aquatic resources depicted on the Aquatic Resources Delineation Map within the survey site (Appendix A). Provide an explanation for the mapped boundaries, especially for resources containing complex transition zones. If the site contains resources that meet one or two wetland criteria or do not exhibit a clear OHWM, describe the rationale for not delineating these features. Examples include erosional features, upland swales, and other upland areas that appear “wet” on satellite or aerial imagery.
- Provide a table listing all Aquatic Resources (Table 1). The table will include the name of each aquatic resource, its Cowardin type, acreage and location (latitude/longitude). For linear features, such as stream channels and ditches, the table must show both acreage and linear feet.
- Discuss site hydrology, including any surface or subsurface sources, drainage gradients, surface water connections to the nearest traditional navigable waterway or interstate water, and any potential influence for manmade water sources, such as irrigation. The discussion should also identify the nearest “blue-line” waterway or other feature found on the most recent USGS map.
- Describe soils including a discussion of hydric soils and soils with hydric inclusions (Appendix B).
- Provide a general discussion of plant communities and habitat types, including both scientific and common names, and the wetland indicator status of all plants (Appendix D).
- Describe any observed or documented interstate or foreign commerce associated with aquatic resources found on the site, specifically recreation or other use by

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interstate or foreign travelers, sale of fish or shellfish in interstate or foreign commerce, and use by industries operating in interstate or foreign commerce.

Table 1. Aquatic Resources within the Survey Area

Aquatic Resource Name	Aquatic Resources Classification		Aquatic Resource Size (acre) Required for all resources	Aquatic Resource Size (linear feet) Required for only stream channels
	Cowardin	Location (lat/long)		
Total				

Chapter 5. References

Books, Journal Articles, Reports: [Author(s). YEAR. Title. Publisher/Source. Volume: Page begin-Page end].

Correspondence: [Author(s). Date. Subject. Agency/Company. Pp. (pages)].

Phone: [Contact Name. Date. Subject. Agency/Company. Phone Number. Result/Action].

E-mail: [Contact Name. Date. Subject. Agency/Company. E-mail address. Result/Action].

Appendix A - Aquatic Resource Delineation Maps

A map of all delineated aquatic resources (“Aquatic Resources Delineation Map”) in accordance with the *Final Map and Drawing Standards for the South Pacific Division Regulatory Program* (Mapping Standards) and showing the following:

- All aquatic resources delineated must be clearly shown on the map. Because only the Corps determines the regulatory status of each aquatic resource, the map must not include any labeling about jurisdiction. If the requestor believes one or more aquatic resources are not jurisdictional, the rationale should be included in the delineation report and the resource(s) should be identified on the map.
- Location of all data and photo points.
- A reference block that identifies the site or project name, individual(s) who conducted the delineation, date of the map, and date(s) of any revisions.

Project Name
Aquatic resources and Stream Assessment Report

A-1

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Appendix B - Supporting Maps

This appendix must include a 7.5 USGS quadrangle location map and a soil survey map. Other helpful data should be included, such as a NWI map, site specific topographic maps, LIDAR map, satellite/aerial/ground photographs, floodplain maps, and other related maps. The survey area should be identified on all maps.

Survey Name
Aquatic Resource Delineation Report

B-1

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Appendix C - Photographs

All photographs should be referenced with the location and the direction the photograph was taken, along with identifying the resources present within the photograph.

Survey Name
Aquatic Resource Delineation Report

C-1

Month Day, Year

Appendix D - Plant List

Plant species found within the survey area.

Use USDA Plants Database and National Wetland Plant List for the most up-to-date scientific name and Wetland Indicator Status.

Genus	Species	Common Name	WIS*

* Wetland Indicator Status (WIS):

OBL = occurs in aquatic resources > 99% of time
FACW = occurs in aquatic resources 67-99% of time
FAC = occurs in aquatic resources 34-66% of time
FACU = occurs in aquatic resources 1-33% of time
UPL = occurs in uplands > 99% of time
NI = indicator status not known in this region
~ = unsure as to FAC or FACU

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Aquatic Resource Delineation Report

D-1

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Appendix E - Wetland Data Sheets

This appendix must contain at least one set of paired data points, documented in data forms, for each aquatic resource or complex. The paired data points must be located close to the delineated boundary. Additional data points may be necessary, and should be shown on the map, depending on various factors including the size and shape of the aquatic resource, changes in vegetation communities, and slope.

Data forms may be modified from the Corps' standard form but must contain all essential information to make a decision.

Survey Name
Aquatic Resource Delineation Report

E-1

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Appendix F - OHWM Data Sheets

This appendix includes the OHWM data sheets. Please insure to include a map identifying the location of the data points. Data forms may be modified from the Corps' standard form but must contain all essential information to make a decision.

Survey Name
Aquatic Resource Delineation Report

F-1

Month Day, Year

**Appendix G - A signed statement from the property owner(s)
allowing access**

This appendix must contain a signed statement from the property owner(s) allowing Corps personnel to enter the property and collect samples during normal business hours. If the property is land-locked, the owner or proponent must obtain permission from the adjacent property owner(s) in order to provide access.

Survey Name
Aquatic Resource Delineation Report

G-1

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Appendix H — Aquatic Resource Excel Sheet

The completion and submittal of the *Aquatic Resources Excel* spreadsheet is a required component to Sacramento District's Minimum Standards for Acceptance of Aquatic Resources Delineation Reports. This spreadsheet will assist the Corps' in efficient and accurate data entry of the aquatic resources into the Corps' database. The current version of the spreadsheet can be found at the following website:

www.spk.usace.army.mil/Missions/Regulatory/Jurisdiction/WetlandDelineations.aspx

The *Aquatic Resources Excel* spreadsheet contains a validation tool to ensure accuracy of the data. To run the validation tool, first enter all data in the appropriate columns and tabs. Once you have completed entering the data and have saved the document in a .csv format, click the gold shield at the top of the workbook window. The tool has a tooltip showing "Validate Worksheets." After clicking this button, validation of data is performed and any possible errors are added to the Validation tab. This tab is opened after the process is complete to allow the user to see the output. The validation output includes the tab (data type), column, and cell for where the possible error was found and a brief explanation of the issue.

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Appendix I — Aquatic Resource Functional Assessment Forms (If Applicable)

If a functional assessment was completed, this appendix includes the aquatic resources functional assessment form of each aquatic resource delineated along with a description of the results of the assessment.

Survey Name
Aquatic Resource Delineation Report

F-2

Month Day, Year

COMMENT #: 13345
DATE: 9/3/21 8:14 AM
SOURCE: Email
NAME: Helen Peters

COMMENT:

Hello,

Attached is Salt Lake County's comment letter on the June 2021 DEIS.

Please contact me if you have any questions or need more information.

Helen



Jennifer Wilson
Mayor

Jim Bradley
Salt Lake County Councilmember

September 1, 2021

Utah Department of Transportation (UDOT)
c/o of HDR Engineering
2825 E Cottonwood Parkway
Suite 200
Cottonwood Heights, Utah 84121
cc: via email
littlecottonwoodeis@utah.gov

Re: Little Cottonwood Canyon Environmental Impact Statement (EIS) Preferred Alternatives S.R. 210 – Wasatch Boulevard to Alta

Dear UDOT Project Team:

Thank you for providing Salt Lake County the opportunity to act as a Participating Agency in the EIS process. As representatives to the Central Wasatch Commission for Salt Lake County, the undersigned (Mayor Jenny Wilson and Councilman Jim Bradley) have spent over two years studying and analyzing this complex subject matter. We now further appreciate the opportunity to offer the following comments to the Draft EIS that was issued on June 25, 2021 (DEIS), including an assessment of the two preferred alternatives, i.e., the Enhanced Bus Service in Peak-Period Shoulder Lane Alternative (Enhanced Bus/Shoulder Lane Alternative) and the Gondola Alternative B from the La Caille base station (Gondola Alternative)¹.

Based on our analysis, we have significant concerns about the exorbitant cost to the taxpayers presented by both of the DEIS's proposed preferred alternatives and their impacts on Little Cottonwood Canyon (LCC).

Of the two alternatives, however, our distinct preference is for the Enhanced Bus/Shoulder Lane Alternative, but with a phased implementation approach (Phased Approach) that entails a delay of the road construction while other initial techniques are implemented that support the reduction of cars in LCC but are less costly and environmentally harmful.

¹ This letter reflects the opinions of Mayor Wilson and Councilman Bradley, and not necessarily the opinions of other County elected officials.

This Phased Approach will provide an opportunity to measure the effectiveness of these initial techniques over a two to three-year period², with the understanding that UDOT would only then move forward with the road expansion if sufficient gains had not been made during such time period.

Phased Approach Investments/Techniques

- Construction of mobility hubs at the Gravel Pit and 9400 South/Highland Drive locations.
- Investment in the enhanced bus system described in the DEIS.
- Travel Demand Management (TDM) strategies such as tolling and carpooling (see further detail in Appendix A).
- Technology, such as “real time” travel information channels to assist travelers in mode choices (e.g., parking availability).

The Phased Approach will serve to inform policy makers prior to investing significant resources in a permanent infrastructure mode, and it will also allow for a broader assessment of issues related to the entirety of the central Wasatch Mountains.³ The remainder of this letter provides an overview of the considerations that led to these conclusions.

Additionally, we oppose the implementation of any transportation system without the corresponding passage of federal legislation (the Central Wasatch National Conservation and Recreation Area Act). As noted in the “Pillars Document” recently issued by the Central Wasatch Commission, this coupling of federal legislation to transportation is appropriate given the important tenets of the Mountain Accord agreement.

Recognition of the Original “Problem”

The “Project Purpose” of the EIS has been defined as the provision of “an integrated transportation system that improves the reliability, mobility and safety for all users on S.R. 210 from Fort Union Boulevard through the Town of Alta.” With that definition in mind, we ask UDOT to reflect upon the underlying circumstances that originally led to the need for the EIS. In our opinion, the primary reason was to solve what is essentially a traffic congestion problem. In an effort to solve that “problem,” the DEIS has analyzed the various alternatives in light of how well they meet the Purpose and Need elements of “mobility, reliability and safety,” with the goal in mind of achieving a “stable flow of traffic” by 2050. It is important to remember that the main goal of the EIS has never been to remove all (or even most) of the vehicular traffic off the road. Rather, the target has been to remove roughly 30% of projected traffic by the year 2050. *With that perspective in mind, the Enhanced Bus/Shoulder Lane Alternative stands out as the more “practical” approach given its ability to easily meet the 30% threshold, while providing additional benefits beyond merely ski traffic transportation and avoiding potential pitfalls posed by the Gondola Alternative.*

² We recommend a 2–3 year period, with the understanding that it may take a year or so for tolling to be fully operational given the need to address “equity” concerns by providing travelers an affordable option to access the portions of LCC above the toll gate (e.g., through an expanded fleet of buses and the construction of the mobility hubs).

³ We note that UDOT’s “Project Overview and Draft EIS Alternatives Summary” contemplates the consideration of “Phased Implementation.”

Cost and Flexibility

The Enhanced Bus/Shoulder Lane Alternative has a lower construction/start-up cost (\$510M) than the Gondola Alternative (\$592M) (for a total cost differential of \$82M). Although, the lower operational cost of the Gondola Alternative results in a roughly equivalent "life cycle" cost for the two alternatives, we believe the significant upfront savings (particularly when present value considerations are taken into account) warrant a preference for the Enhanced Bus/Shoulder Lane Alternative. Another advantage of the Enhanced Bus/Shoulder Lane Alternative is that it allows greater flexibility and the ability to "pivot" as circumstances change, including the possibility that projections for future increase in visitors to the canyon prove incorrect due to changing conditions and demand (e.g., changes due to climate issues or otherwise). The "fixed" nature of the Gondola does not provide that flexibility. Additionally, the Gondola infrastructure is an approximately 50-year asset, versus buses that will be improved over time and can scale appropriately. Based on that analysis, we encourage UDOT to conclude that the Enhanced Bus/Shoulder Lane Alternative is the more cost-effective option.

Cost/Benefit Analysis

Both of the preferred alternatives require a massive expenditure of public funds. As with any public project, it is critically important to consider the resulting "public benefits" in order to justify the costs. On this issue, the Enhanced Bus/Shoulder Lane Alternative prevails based on the following factors:

- The Enhanced Bus/Shoulder Lane Alternative provides "year-round" transportation benefits, particularly for cyclists and pedestrians who will be able to use the shoulder lanes, thereby increasing safety, active transportation opportunities and the visitor experience during non-winter months. In addition, although the DEIS does not contemplate expanded bus service to dispersed recreation sites (e.g., trailheads), the Enhanced Bus/Shoulder Lane Alternative could conceivably be expanded to include stops at additional locations in the canyon, *and we encourage UDOT to further explore the viability of additional dispersed recreation sites.* The Gondola Alternative does not have the same flexibility given that it only travels to two ski resorts (and cannot reasonably be modified to include additional stops).
- There is also a larger "social equity" concern related to the cost of the two alternatives. The Gondola Alternative serves a limited population – visitors to the resorts in LCC. This begs the question of: *"What do our residents—including non-skiers and residents from all areas of the valley—get for this enormous public investment?"* In contrast, although the geographic scope of the DEIS is limited to S.R. 210 and portions of Wasatch Boulevard, one can easily envision the Enhanced Bus/Shoulder Lane Alternative becoming part of a larger, *integrated* transportation system that benefits other areas of Salt Lake County. With that possibility in mind, we ask UDOT to explore the idea of "micro mobility hubs" at regionally dispersed sites throughout the valley. This type of system could entail an investment in the broader community by expanding ridership (and economic development opportunities) to other areas. An expanded hub system could also further incentivize transit by locating hubs in closer proximity to where people live. *The bottom line is that a hugely expensive transportation system that only benefits a limited number of users and a narrow population is difficult to defend based on a cost/public benefit analysis.*

Potential to Overload the Canyon

An uncontrolled increase in the volume of visitors to LCC could result in a scenario where the canyon becomes “overloaded.” The Gondola Alternative poses this risk due to its ability to “scale up” to an increased capacity. UDOT has based its DEIS assessment of the Gondola Alternative on the assumption of 1,050 visitors per hour during peak periods. The Gondola Alternative, however, could conceivably expand to accommodate as many as 4,000 visitors per hour⁴. The Enhanced Bus/Shoulder Lane Alternative does not pose that same risk given its inherent capacity limitations⁵. Currently the capacity of the canyon is naturally limited by the number of parking spaces available in the canyon, particularly at (and around) the resorts and trailheads. *A high capacity transportation system could lead to overuse given its ability to pack more visitors up the canyon at a dramatically increased pace. This, in turn, could potentially result in degradation of the canyon’s fragile ecosystems, as well threaten the quality of the visitor experience⁶.*

Transit Incentives

An underlying goal of the EIS process has been to incentivize transit as a means to obtain a “stable flow of traffic.” We believe that the Enhanced Bus/Shoulder Lane Alternative, coupled with TDM strategies (such as tolling), will incent transit more effectively than the Gondola Alternative for the following reasons:

- The DEIS favors the Enhanced Bus/Shoulder Lane Alternative on the subject of “mobility” for an obvious reason: *It transports riders by as much as 19-23 minutes faster.* Speed of travel and the assurance that a bus will be available approximately every 5 minutes (coupled with disincentives such as tolling) will provide a strong motivator for riders to opt for transit.
- The number of required transfers is also a critical consideration when assessing a rider’s willingness to take transit. In all instances, the Enhanced Bus/Shoulder Lane Alternative will require a single transfer (i.e., one transfer from a vehicle to a bus). In contrast, the Gondola Alternative will require two transfers when passengers park at either of the mobility hubs. This is due to the fact that, in order to meet the goal of a “stable traffic flow” through the year 2050, approximately 1,000 vehicles will need to be removed from the road and parked at one of the mobility hubs⁷. This means that the passengers in approximately 1,000 vehicles will be required to transfer first to a bus and then to the Gondola. *The inconvenience caused by multiple*

⁴ It should be noted that, in order for the Gondola system to increase capacity to something like 4,000 visitors per hour, the additional riders would need to find a place to park other than the Gondola base parking garage given the capacity limitations of that structure.

⁵ Utah Transportation Agency (UTA) has indicated that the bus alternative cannot reasonably be expanded beyond the capacity currently contemplated by the DEIS on account of the inability to decrease the “headway” timing (currently assumed to be 5-minute headways).

⁶ We encourage UDOT to further consider this risk of overuse, particularly in light of the NEPA requirement to consider “cumulative impacts” of the alternatives, i.e., impacts on the environment resulting from incremental impact of the alternative when added to other past, present, and reasonably foreseeable future actions.

⁷ This is due to the limited capacity of the Gondola base station parking structure at 1,500 stalls.

transfers could very well be a deterrent for riders, particularly for young families and first-time skiers⁸.

The Existing Road and Buses Will Remain Part of the Gondola Alternative

There appears to be a misconception within some stakeholder circles regarding the expectation that the Gondola Alternative (as contemplated by the DEIS) will remove all (or even a significant amount of) vehicles off the existing LCC road. That is simply not the case. The DEIS only contemplates removing roughly 30% of vehicles off the road as of 2050. *That means that a significant number of travelers will continue to use the road under the Gondola Alternative scenario -- everyone from skiers who are willing to pay a toll, to back-country skiers, hikers, and others headed to locations other than the two ski resorts.*

It should also be noted that buses will continue to be a necessary part of the Gondola Alternative given that there is limited parking at the Gondola base parking structure. With only 1,500 parking spots available in that garage, those spots will likely fill quickly and require another 1,000 or so Gondola travelers to first take a bus to get to the Gondola boarding station. We find it interesting that some Gondola proponents appear to be dismissive of a "bus option" by suggesting that "people don't like to ride buses." That point of view misses the point that the Gondola Alternative *will require buses in order to be successful*. The view also assumes that the buses that will be utilized in the ultimate transportation solution will look and feel like "today's version" of a bus. With both preferred alternatives, however, there should be an incentive to employ a "better version" of a bus, i.e., one that is smaller, more comfortable, offers wi-fi and has dependable frequency. *With that in mind, we ask the question of why not invest more fully in "better" buses, and send those improved buses up the canyon, rather than building an expensive Gondola system on an entirely new transportation corridor that does not eliminate the need for travel on the existing road?*

Environmental Protection: Critical to NEPA

As with any NEPA process, a thorough analysis of environmental issues – such as air quality, watershed, visual and noise impacts – is critically important.

- **Air Quality**

The DEIS currently contemplates the use of diesel buses, while the Gondola system will be run by electric power. Although the Gondola Alternative appears to be a better option from an air quality perspective on "day one," it is our understanding that electric bus technology (or a different non-emitting source), that is capable of operating on steep canyon terrain, may be available within a relatively short amount of time (and it is possible that the technology already exists). As a result, UTA could incorporate more sustainable buses into its fleet as technology evolves, *and we encourage UDOT to continue to explore whether electric buses are a viable option for LCC*. Given the real possibility that non-emitting source buses are (or will be) an option, we do not believe there is a significant difference between the two alternatives

⁸ It should also be noted that the DEIS contemplates that there will be a charge to park at the La Caille base station parking structure, while the two mobility hub parking areas will be free. Although that arrangement might provide an incentive for people to choose to park at the mobility hubs as opposed to the La Caille location, this raises yet another "social equity" question for us in that provides an optic that the convenience of the La Caille station is intended for those who "can afford it." This fee structure is different than other "fee for parking" policies that resorts like Solitude have experimented with recently, i.e., everyone pays the same amount to park.

regarding the impact on air quality, particularly given that vehicles (perhaps as many as 70% of the traffic load) will remain on the road with both alternatives.

- **Watershed.**

Watershed impact is a critically important issue given the highly dependent nature of a large portion of our valley on the canyon's water resources for drinking water supply. To be clear, both alternatives pose risks to the Little Cottonwood Creek watershed and water resources. However, with this issue, there has been a difference of opinion among various stakeholders regarding which alternative poses the greater watershed risk. Although some stakeholders emphasize the risks posed by the expanded road, particularly given its construction footprint, impervious surface and its proximity to riparian areas, other stakeholders, including Salt Lake City Public Utilities, are equally (if not more) concerned with risks posed by the increase of unmanaged crowds on account of a second transportation corridor in the canyon that includes a high-capacity system like the Gondola Alternative. This is especially the case given that the Gondola Alternative will be *additive* to the road for recreational access.

At this point, we support the water experts who consider the risk of overuse as the more significant threat to the long-term protection of the canyon's watershed, which in turn presents a risk to the drinking water supply to more than 450,000 people. *As a result, we encourage UDOT to continue to explore these types of "indirect" risks to our watershed (particularly given NEPA's requirement to consider "indirect" as well as "direct" impacts).*

- **Visual.**

The number and height of the Gondola towers is perhaps the most problematic aspect of the Gondola Alternative. The DEIS contemplates as many as 21 towers, each measuring anywhere between 131-262 feet. *As a point of comparison, a tower the height of 215 feet would be as tall as the Salt Lake City Hotel Monaco, with attached wires interrupting the pristine vistas up and down the canyon.* It is also our understanding that Federal Aviation Administration (FAA) rules may require *flashing lights* to be installed on any tower taller than 200 feet in order to mitigate against air traffic collision⁹. S.R. 210 is designated as a State Scenic Byway. *It is our sincere hope that UDOT will elect to respect that designation and honor LCC's intrinsic aesthetic value by eliminating the alternative that creates the more significant negative visual impact.*

- **Noise.**

The overall difference in noise impacts between the two alternatives is relatively small (a total of 3 fewer instances of noise impacts out of a total of approximately 230 impacts). As a result, we do not find noise levels to be a significant distinction between the two alternatives.

Human Impact

We have also focused attention on the human impacts of the two alternatives.

- **Impact to Neighboring Communities.** The La Caille base station will result in a significant level of traffic continuing to travel on Wasatch Boulevard and S.R. 210 in densely populated residential portions of Cottonwood Heights, Sandy, and Unincorporated Salt Lake County areas at the base of the canyon. There is also the possibility of increased "commercialization" of this residential community, particularly given that the La Caille base station/parking structure might not be

⁹ it being understood that such lights would only flash when the system senses an approaching low flying aircraft.

subject to local zoning authority if it were to become a state-owned asset. We acknowledge the legitimate concerns articulated by many of the local residents (including those who live in the LCC "Triangle" area) regarding the risk of excessive business development in what is now primarily a single family home residential setting. *The potential loss of local zoning authority only heightens the risk of those residents losing their "voice" regarding the future development of their immediate community.*

- **Historic and Recreational Resources:** We also sympathize with concerns articulated by residents and visitors regarding potential damage the Gondola Alternative could cause to historic and recreational resources that lie at the base of (and within) the canyon.

Reliability/Wildlife

Much has been said about the higher reliability factor of the Gondola Alternative on account of the Gondola's ability to operate during snow events, while the Enhanced Bus/Shoulder Lane Alternative is more susceptible to travel delays on account of vehicle slides or accidents. However, we have concerns regarding the possibility of the Gondola not being able to run on account of severe winter inclement weather, or otherwise being incapacitated on account of mechanical issues. If that were to happen, the entire system could conceivably shut down. In contrast, an issue with a particular bus would not necessarily shut down the entire system, and a single bus that breaks down could be replaced with a back-up bus. *As a result, we encourage UDOT to explore the possibility (and potential frequency) of Gondola service interruptions.*

We also note that, although the DEIS suggests that the road expansion will negatively affect wildlife on account of the risk of animals crossing an expanded road, we encourage UDOT to explore the equally concerning risk of aerial wildlife (e.g., birds) conflicting with the Gondola towers and wires.

Consideration of Community Goals

NEPA also requires a consideration of "community goals." As a result, it is important for UDOT to continue to evaluate the proposed alternatives in light of their consistency and compatibility with local and regional plans, including the Wasatch Canyons General Plan (WCGP), the Salt Lake County Resource Management Plan (SLCoRMP) and the State Scenic Byway Plan. In particular, we would like to draw your attention to the following portions of the WCGP and the SLCoRMP that we believe support the Enhanced Bus/Shoulder Lane Alternative.

- **WCGP Provisions**
 - Transportation Vision
 - "Support and prioritize projects for transit, bicycles, pedestrians, and improve mobility, air quality, safety, while connecting to the regional transportation system." (Page 33)
 - "Character: Promote context appropriate transportation modes and projects that are appropriate for each canyon's unique context." (Page 33)
 - Environmental Vision
 - "Promote programs that improve watersheds, air quality, vegetation, wildlife ecosystems, and scenic quality." (Page 31)
 - "Air: Protect and improve air quality for protection of public health, environmental health, and scenic visibility." (Page 31)

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7

- All Canyon Polices
 - [Support] "increased transit frequency at key locations throughout the Canyons." (Page 129)
 - [Support] "...roadway design that increases mobility." (Page 129)
- Year-Round Transportation
 - [Support an] "...enhanced year-round transit service to and within the Wasatch Canyons."" (Page 129)
- **SLCoRMP Provisions**
 - Recreation and Tourism – Desired Future State
 - "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 system should also be capable of providing opportunities for environmental education, backcountry experiences, and cultural resource protection." (Page 78)
 - Visual Resources – Desired Future State
 - "Salt Lake County desires to maintain or improve the visual resources within the county." (Page 90)
 - "Land use goals, decisions and transportation and utility solutions should consider the impacts of development on visual resources and the overall experience the public has on public lands." (Page 90)
 - "Significant vistas and landscapes that have special visual and aesthetic qualities will be preserved and maintained." (Page 91)
 - "Encourage the enhancement of the aesthetic beauty of our built environment." (Page 91)

Summary¹⁰

Both of the preferred alternatives have legitimate "advantages and disadvantages," however, our analysis has revealed that the Enhanced Bus/Shoulder Lane Alternative is the alternative that, *on balance*, presents the better choice to solve the traffic congestion problems that have plagued LCC over the years. As a result, we support an Enhanced Bus/Shoulder Lane Alternative as the more *sensible* solution to the original problem, particularly when you consider the potential unintended consequences posed by the Gondola Alternative on account of it being a high-capacity system with operational challenges that is capable of shuttling massive amounts of people, while still relying on the use of the canyon road. The Enhanced Bus/Shoulder Lane Alternative avoids those potential pitfalls and is simply the "*better fit*" to address this historically complex problem.

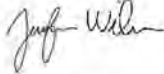
As noted above, however, although we greatly prefer the Enhanced Bus/Shoulder Lane option between the two alternatives, the high cost of the road expansion (and its impacts to the canyon) have led to a recommended Phased Approach with an investment in transit, technology, tolling and other TDM strategies in a first phase of that approach. This Phased Approach will also allow time to obtain and

¹⁰ Although this comment letter focuses on an assessment of the major topic in the DEIS, i.e., the selection of the ultimate Preferred Alternative, we also welcome the opportunity to provide input regarding the sub-alternatives set forth in the DEIS. See Appendix A to this letter for those comments.

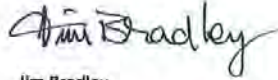
process the "Visitor Use Study" that has been commissioned by the Central Wasatch Commission. By taking this approach, we can learn what works, identify gaps, and then have a more informed basis for making a long-term decision. *Let's commit to "non-permanent" tools in our toolbox first, before taking a step that could negatively and irreversibly affect this priceless natural resource.*

In summary, thank you for providing us an opportunity to share our thoughts regarding the two preferred alternatives in the DEIS, together with the suggestions regarding the sub-alternatives articulated in Appendix A. We sincerely appreciate your ongoing commitment to this vitally important subject.

Very truly yours,



Jenny Wilson
Salt Lake County Mayor



Jim Bradley
Salt Lake County Councilmember

Appendix A – Comments on Sub-alternatives Evaluation

1. S.R. 210 – Wasatch Boulevard Alternative– (Imbalanced-lane Alternative/Five-line Alternative)
 - a. We support the City of Cottonwood Heights' pursuit of its Wasatch Boulevard Master Plan (July 2019). Thus, to the extent the Wasatch Boulevard alternatives is consistent with that Master Plan or any subsequent master plan, we are prepared to support the alternative as well.
2. Mobility Hubs Alternative (located at the Gravel Pit and 9400 South/Highland Drive)
 - a. We support the location of mobility hubs at the Gravel Pit and the southeast corner of 9400 South/Highland Drive, as contemplated by the DEIS. In addition, we recommend the following concepts for any future planning of such mobility hubs:
 - i. The hubs should seamlessly integrate different modes of transportation in order to maximize connectivity and access for transit riders.
 - ii. The hubs should be amenity rich and focused on "place making." For example, the hubs should provide bike parking, real-time travel information, storage lockers, space for shared mobility services, bike storage and repair facilities, wi-fi service, retail, restaurants, and cafes to create a robust array of options to incentivize transit ridership.
3. Avalanche Mitigation Alternative – Snow Sheds with Realigned Road Alternative
 - a. We would prefer that UDOT *eliminate* the Snow Sheds sub-alternative from the final Record of Decision. We are particularly concerned about the sheds' size, visual impacts, and environmental impacts.
4. Trailhead Parking Alternatives
 - a. We support the trailhead parking alternatives set forth in the DEIS. We particularly appreciate the following goals: i) enhanced roadway safety, ii) mitigation of traffic conflicts between motorized and nonmotorized transportation modes at the trailheads, and iii) reduction (or in some cases elimination) of roadside parking to improve safety and operational characteristics of S.R. 210. In general, formalized parking helps to reduce vehicle-pedestrian conflicts, congestion, and crowding, and we support those efforts.
 - b. We also support the alternative of the Trailhead Parking Improvements and S.R. 210 Roadside Parking within ¼ mile of trailheads. We acknowledge that this Sub-alternative will reduce parking in LCC by 17 spaces, from 528 to 511, but the overall refinement of the parking system is appropriate, particularly due to the increased safety measures.
5. No Winter Parking Alternative
 - a. We also support the improved safety measure of eliminating winter roadside parking (roughly 230 spaces) adjacent to the ski resorts. This change will improve mobility and reduce friction between parked vehicles and vehicles in the travel lanes. The plan also allows for improved winter snow removal operations since snowplows would not have to navigate around parked cars. It should be noted that parking on the side of the roadway poses a risk of degradation of sensitive resources and watershed, so this measure will also have a positive environmental impact.

Other Observations

The following comments include additional thoughts on ways in which the Sub-alternative analysis could be expanded upon.

1. TDM Strategies

- a. We support TDM strategies set forth in the DEIS, including:
 - i. Tolling during winter on-peak use dates when congestion levels are high. Toll gantry should be placed below Snowbird Entry 1 in an effort to address socio-economic concerns.
 - ii. Vehicle Occupancy restrictions, e.g., restricting vehicles to two or more people per car.
 - iii. Peak hour restrictions (e.g., limiting vehicle traffic at a particular place or time) - in particular, we support restrictions in LCC in ski season during peak hours (7:00 am to 10:00 am) on busy ski days to encourage the use of transit.

2. We also request UDOT to explore other TDM strategies that could further promote the use of transit and a reduction of single occupant vehicles¹. Such strategies include:

- a. Charging motorists for parking at the ski resorts.
- b. High occupant vehicle (HOV) priority.
- c. Carpooling programs and rideshare parking.
- d. Multi-modal navigation tools, e.g., real time information to assist in making travel mode choices.

¹ We note that the Wasatch Canyons General Plan supports the use of TDM strategies, such as the use of carpools and rideshare programs.

COMMENT #: 13346
DATE: 9/3/21 10:48 AM
SOURCE: Email
NAME: Patti Garver

COMMENT:

Josh,

Attached please find UTA's comments for the LCC DEIS.

Thanks,

Patti



603 West 300 South
Salt Lake City, UT 84103

September 3, 2021

Josh Van Jura
Project Manager
Utah Department of Transportation
2010 S 2760 W
Salt Lake City, UT 84104

Re: Comments for the Little Cottonwood Canyon Draft Environmental Impact Statement, dated June 2021

Dear Mr. Van Jura:

The Utah Transit Authority (UTA) understands the difficult task of developing transportation solutions to address the many challenges facing Little Cottonwood Canyon (LCC). We commend UDOT on the technical work and public engagement efforts that have resulted in the alternatives presented in the Draft Environmental Impact Statement (DEIS). We appreciate the LCC EIS team for continuously engaging UTA during this process. As a cooperating agency on the LCC EIS team, we provide the following comments for consideration.

General Comments

Dedicated Revenue Source for UTA Operated Ski Bus Services – As a public transit agency that seeks to better our community, UTA pays special attention to equity and the distribution of our resources across our service area. UTA takes proactive measures to ensure that all new service and major changes are reviewed to ensure that there are no inadvertent negative impacts on low-income and/or minority populations. This is required by Title VI of the Civil Rights Act of 1964. A revenue source independent of the existing UTA capital and operating budgets would be required for the incremental cost for the ski bus service plans proposed in the alternatives if UTA were to operate the service rather than a private vendor. This applies to the Enhanced Bus alternatives as well as the dedicated bus service proposed from the mobility hubs to Gondola or Cog Rail alternatives. It is prudent to acknowledge that the proposed ski bus services would be serving a population that is primarily non-minority and more affluent, as reported annually in the National Ski Areas Association National Demographic Study. Having a dedicated revenue source that provides UTA with adequate capital and operating funds for the specialized ski service will protect necessary transit services within the communities we serve.

Operation and Maintenance – The operation and maintenance of the canyon transit system could take many forms. UTA does not compete with private businesses. There

may be operating models that are more flexibly and economically provided by another public agency or private business. UTA supports any operating model that creates the most benefit to the public.

Regional Connection – UTA’s system-wide planning focuses on maximizing regional connectivity through a connected network of core routes that is designed for convenience and efficiency. During the service planning process, trip generators such as the Canyon Hubs might warrant some adjustments to the regional local bus system to better serve them and connect them to the larger, more frequent system. This adjustment may require additional funding.

Indirect Impacts – The proposed transit alternatives and associated costs listed in the DEIS are specific to LCC. The DEIS indicated that one of the indirect impacts for tolling S.R. 210 in LCC is a potential to toll S.R. 190 in Big Cottonwood Canyon (BCC). If tolling is implemented in BCC, a transit option similar to the LCC Enhanced Bus alternatives would likely have to be provided. This transit system and facilities (e.g. mode and equipment, parking, maintenance, etc.) would need to be considered and the associated cost programmed. Since BCC is a longer canyon than LCC, the transit system and associated facilities may be larger, and cost may be higher than those determined for LCC for the same type and similar level of service. This indirect impact should be recognized in the LCC EIS. Some of the transit facilities may be shared so design should accommodate this potential need.

Comments on Enhanced Bus Alternatives

Resort Transit Station – Congestion at the resort parking lots and conflicts with private buses, private vehicles, and pedestrians are some of the main causes of ski bus delays. The conditions at the existing resort stops can result in delays of 10-20 minutes or more. Essential components for the enhanced bus alternative to function as planned are properly-located and well-designed resort transit stations. It is crucial to have resort transit stations that facilitate safe and fast turn-around so buses could maintain schedule and level of service. The Final EIS should include design concepts for these resort transit stations. Design of the resort transit stations will need to address the following operational needs:

1. A facility adjacent to the roadway with direct access to the road to reduce cycle time and minimize fleet size requirements. Ski resorts should consider using resort shuttles if necessary to transport guests to various locations within their resort.
2. A dedicated or unimpeded means to access travel lanes to ensure prompt ingress and egress of the resort transit station. Conflicts with private vehicles and pedestrians should be minimized. A facility that is not integrated with resort parking is recommended.

3. Space to turn buses around for the reverse trip. Due to safety concerns, the design should allow buses to pull forward instead of requiring buses to backup when leaving the resort transit station.
4. A place for buses to stage and layover. For bus service that includes two bus routes going to a resort each at 10 minute headways, a minimum of four bus bays would be required at each resort transit station.
5. A comfortable place to safely pick up and drop off passengers. This can and is commonly the same location as where layover takes place.
6. Low growing landscaping. Trees and bushes tend to obstruct the line of sight for departing buses.
7. Dedicated driver restrooms are required to ensure reliability of headways. Availability of restroom facilities is especially important for a route that could experience increased variability in travel time caused by winter canyon conditions. In addition, separate restrooms for drivers would not impact the capacity and quality of guest facilities.

These design requirements would provide the infrastructure necessary at the resorts for buses to maintain the desired schedule, and thus, to meet the mobility and reliability goals for this project. UTA will continue to coordinate with UDOT on the design of the resort stations and the mobility hubs (gravel pit, 9400 S Highland Drive, and La Caille gondola base).

Bus Operations in Shoulder Lane – The enhanced bus service is operating at high frequency similar to Bus Rapid Transit (BRT), especially with four enhanced bus routes converging in the canyon. It is necessary that the shoulder lanes be a minimum of 12 feet wide as required in the UTA BRT Design Criteria (UTA 2014) and the UDOT BRT Design Manual (UDOT 2020). These design guides also require a 2-foot buffer between the general traffic lane and the bus lane for safety to accommodate the potential difference in travel speed. Currently, the plans show 11-foot shoulders with the potential to change to 12 feet during final design. It has been UTA's experience that road snow removal causes snow to accumulate on the shoulder areas, which reduces the surface available to operate buses. Additional shoulder width will be necessary to accommodate snow storage. For safety reasons, we recommend following the UTA and UDOT design criteria for dedicated bus lanes. In addition, buses traveling uphill would operate in the shoulder adjacent to terrain with steep slopes, where UTA would recommend adding barriers to protect buses from sliding off the road.

Bus System Capability – As mentioned in the DEIS, the scalability of the bus system is an important factor that makes the system adaptable to future needs making a phase-in approach possible. In addition, ski buses could be included in the overall UTA rolling

stock inventory and used elsewhere in the service area during off-season as special needs arise such as for special events, during bus maintenance, for bus bridges during rail maintenance, or during emergencies. This is a fiscally responsible approach to managing public assets.

If additional ski bus capacity is required, buses could be operated as platoons with multiple buses leaving at the same time or by increasing the service frequency. Expansion of the bus fleet, mobility hubs, resort transit stations, and the bus maintenance storage facility would also be necessary. There is a limit to the capacity of a bus system. In general, an enhanced bus route with an average headway of less than five minutes would be difficult to operate reliably without dedicated lanes.

Comments on Gondola Alternatives

Reliability of Gondola – The gondola has better reliability over bus because it can continue to operate during road closures. We recommend quantifying this improved reliability if possible. The addition of snow sheds would reduce the current road closures of 10-21 days down to 4-6 days. The anticipated road closures provide a way to quantify the magnitude of improved reliability of the gondola alternatives over the enhanced bus alternatives. This could be used, along with public input and other considerations listed in the DEIS, to help select a preferred alternative.

Conclusion

UTA recognizes the need for mass transit as part of the transportation solution for Little Cottonwood Canyon and highly values the environmental process. Our comments are based on our experience with mass transit and are not an endorsement of a preferred alternative. UTA will support all feasible and practical solutions that meet the purpose and need of the project. We are committed to assisting UDOT by providing insights on technical aspects associated with planning, implementing, and operating mass transit. We look forward to continued collaboration to identify solutions that will benefit our community.

Sincerely,



Patti Garver, P.E.
Manager of Environmental & Grant Services
Utah Transit Authority

COMMENT #: 13347
DATE: 9/3/21 11:51 AM
SOURCE: Email
NAME: Blake Perez (Central Wasatch Commission)

COMMENT:

Hello Josh, Bri, and the EIS team,

I'm writing to provide comments from the Central Wasatch Commission regarding the Draft EIS. Attached are the CWC's comments.

We want to thank the entire team for their efforts throughout this process. The information provided in the DEIS was very informative and helped fill in a lot of knowledge gaps for the transportation solutions for Little Cottonwood Canyons.

Please let us know if we can be of further assistance or if there are any clarifications needed.

Thanks!



**Central Wasatch Commission
Comments to Utah Department of Transportation
Little Cottonwood Canyon Draft Environmental Impact Statement
September 3, 2021**

This comment document regarding the draft Environmental Impact Statement for Little Cottonwood Canyon (LCC) comes from the Central Wasatch Commission (CWC)¹. The CWC is comprised of the 10 local jurisdictions in and adjacent to the Central Wasatch Mountains. Core to the CWC mission is to implement the [Mountain Accord charter](#). This 2015 consensus agreement contained actions to achieve agreed upon values, objectives, and specific actions to protect better the Central Wasatch Mountains and address longstanding unresolved issues.

Regarding mountain transportation in the Central Wasatch, the Mountain Accord charter has the following stated goal:

"A sustainable, safe, efficient, multi-modal transportation system that provides year-round choices to residents, visitors and employees; connects to the overall regional network; serves a diversity of commercial and dispersed recreation uses; is integrated within the fabric of community values and lifestyle choices; supports land-use objectives; and is compatible with the unique environmental characteristics of the Central Wasatch."

Over the past two years, the CWC has been committed to developing a concept for a Mountain Transportation System (MTS) to address the growing year-round transportation demand in the Central Wasatch Canyons. LCC is a critical focus of a regional mountain transportation system. Earlier this year, the CWC released its [Pillars of Transportation Solutions in the Central Wasatch Mountains](#) document for UDOT to consider as it chooses a final alternative in the Record of Decision. Our comments here use the Pillars document as a lens through which to consider both alternatives proposed in the Draft EIS.

¹ Please note that some jurisdictional members of the CWC have issued their own official comments to the Draft EIS based on the residents and stakeholders that those jurisdictions represent. This letter is not intended to override any of those comments, and if there are inconsistencies between this letter and the jurisdictional comment letters, the later will take precedent over this letter with respect to the comments made by (and/or attributable to) the respective jurisdiction.

Visitor Use Capacity:

Key points from Pillars:

- Transportation improvements have the potential to significantly increase the quantity of visitors.
- Increased visitors resulting from the transportation improvements could pose negative environmental, public safety, and water resource consequences from direct, indirect, and cumulative impacts.
- Over-use and unmanaged crowds could negatively impact the visitor experience for both tourists and locals who seek to enjoy nature and a wide range of opportunities for recreation.
- A corresponding visitor use strategy needs to be identified and implemented to complement any existing management plans.
- The Purpose and Need stated in the DEIS, and UDOT's stated objective, is to seek a reduction in personal vehicle use on S.R. 210 in LCC on a busy ski day during the morning (7:00 – 10:00 am) and afternoon (3:00 – 6:00 pm) peak hours in design year 2050. To achieve 30% reduction, about 1,000 people would need to convert to transit in each peak hour.

CWC Comments:

- The CWC is working with the Uinta-Wasatch-Cache National Forest Service and Utah State University on a Visitor Use Study that will be completed by the end of 2022.
- The CWC requests that any alternative chosen be flexible enough to incorporate the findings from the Visitor Use Study.
- If a greater reduction in traffic were achieved through optimizing alternative transportation solutions, what would the direct, indirect, and cumulative impacts be?
- The DEIS does not include in its analysis the negative environmental, watershed, and water resource impacts of increased use of LCC which may be a result of the increased transportation capacity built into both the Gondola Alternative B (from La Caille) and the Enhanced Bus Service in Peak Period Shoulder Lane (PPSL) Alternative. Increased visitation to the LCC's natural resources is a connected action to the two alternatives presented. This limitation in the analysis results in a lack of attention to the direct, indirect, and cumulative consequences of the proposed actions in the DEIS, which, in our opinion, does not fully meet the intent of NEPA.
- We are also concerned that both alternatives presented in the DEIS will ultimately be used for year-round service for developed and dispersed recreation once they are constructed. This is likely a connected action. The DEIS did not fully analyze the environmental impacts of year-round use. The CWC requests that these be analyzed as part of the NEPA process.
- It is our recommendation that the chosen alternatives should not allow for a potential future Olympic game venue to be held up LCC.

Watershed Protection:

Key points from Pillars:

- Protection of the fragile environmental conditions, and particularly a watershed that serves more than 450,000 residents in the Salt Lake Valley, is a top priority in the Central Wasatch Mountains. Any transportation solution for LCC should minimize and mitigate negative environmental impacts.

CWC comments:

- The CWC very much appreciates the information developed regarding the impacts to riparian areas, streams, and the watershed. However, as stated above, the information presented is missing the connection between the alternatives' roles in increased transportation capacity and the direct, indirect, and cumulative impacts to the watershed and public water resources of the canyon.
- The CWC continues to implore the EIS team to further reduce the impacts to these critical resources and to consider the impacts that climate change may have on the watershed.

Travel Demand Management, Parking and Bus (or other Transit) Strategies:

Key Points from Pillars:

- The Commissioners favor the implementation of Travel Demand Management (TDM) strategies and other efforts to increase the transportation system efficiency for the roads accessing Big Cottonwood Canyon (BCC) and LCC, as well as the roads within these Canyons.
- Canyon TDM strategies could include tolling, limited access for single occupancy vehicles, carpooling programs, and the reduction of on-road parking.
- Appropriate roadway improvements along Wasatch Boulevard and 9400 South should also be considered.

CWC comments:

- Tolling should be included for both LCC and BCC.
- More information is needed about the impacts of tolling in BCC.
- What TDM strategies are under consideration for BCC?
- Will there need to be improved transit in BCC because of the tolling?
- Does there need to be additional NEPA EIS actions for any mobility improvements in BCC?
- How much would the costs be for transit and TDM strategies for BCC?
- Are there any proposed roadway improvements for 9400 South? What are the impacts on the Sandy area beyond Highland Drive with increased parking and access to LCC through the alternatives?

- Any Wasatch Boulevard Mobility Improvements that are implemented should be in alignment with the Wasatch Boulevard Master Plan (July 2019).

Integration into the Broader Regional Transportation Network:

Key points from Pillars:

- A broader, more holistic approach should be used when implementing solutions for traffic issues related to LCC. This approach extends beyond the mouths of BCC and LCC.

CWC comments:

- Neither alternative fully considers the larger, regional transit context and options.
- The UDOT EIS team should evaluate how different alternatives may be impacted by or mitigated through better transit options leading to the mouths of LCC and BCC.

Year-Round Transit Service:

Key points from Pillars:

- Year-round transit service for all users is a central element for transportation to destinations in the Canyons as reflected in the Mountain Accord charter and as evidenced by the work of the CWC on the development of a Mountain Transportation System (MTS).
- This includes providing transit for dispersed recreational users in the Canyons and surrounding areas.

CWC comments:

- As noted above, the CWC prefers a transit solution that operates year-round. The CWC recommends that the UDOT EIS team complete an analysis of year-round operations for the two selected preferred alternatives. Please consider how the alternatives can potentially meet year-round demand, cost of operations and maintenance, and environmental impacts.

Long-Term Protection of Critical Areas Through Federal Legislation:

Key points from Pillars:

- The ultimate transportation solution should be conditioned upon the passage of the proposed Central Wasatch National Conservation and Recreation Area Act (CWNCRA) through federal legislation. The Mountain Accord charter and the CWC have concluded that passage of lands and resource protection through additional land designations and solving transportation issues are integrally related; they both need to happen to address the needs for users of the Central Wasatch Mountains.

CWC comment:

- The UDOT DEIS recognizes that several amendments are necessary to the current forest plan to accommodate both of the preferred alternatives. The previously proposed CWNCRRA called for an updated forest plan and potential changes from UDOT can be accommodated in the bill as highlighted in Chapter 28 of the DEIS. The Federal legislation could help facilitate transportation solutions.

CWC Stakeholders Council:

In addition to having a 10-member board, the Central Wasatch Commission also has a 35 member Stakeholders Council that serves as an advisory body to the CWC board. The Stakeholders Council represents a wide variety of interests in the Central Wasatch Mountains. The group has continued to take an interest in transportation solutions and provide feedback to the CWC Board.

At a recent meeting, the Stakeholders brainstormed ways to improve each of the alternatives. Here they are:

Enhanced Bus Alternative: Support incremental changes such as tolling before taking all steps

- Bus only for high demand days 8-10AM
- Year-round service
- Electric buses
- No roadway widening
- Move parking lot collection points away from base of canyons to dispersed valley locations
- Maximize the potential of existing tools before infrastructure development

Gondola Alternative:

- Incentivize mass transportation
- Dispersed recreation can be serviced at White Pine, Grizzly Gulch, and Albion
- Regional bus hubs to deliver riders to gondola base
- Transit priority on Wasatch Boulevard
- Free to ride
- Tolling at the base of each canyon
- Year-round service for all users
- Increase the number of passengers per hour
- Make the ski areas pay for Gondola

In closing, the Central Wasatch Commission appreciates the enormous work and research completed on the LCC DEIS to date. The information has been helpful to so many in learning more about the impacts of transportation investments that may be made in LCC.

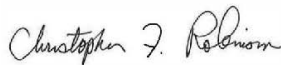
The CWC continues to urge UDOT to expand the scope of this EIS to include all three canyons along the Central Wasatch Mountains, Big and Little Cottonwood Canyons and Millcreek Canyon, and to consider how the LCC EIS transportation solutions will be integrated into the regional transportation system. These canyons are all connected and each of them have an impact on the other. The CWC also urges UDOT to consider year-round transit options.

The CWC wants to reiterate our agency's vision for an MTS that was written and agreed upon in the Mountain Accord charter:

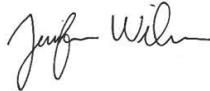
"A sustainable, safe, efficient, multi-modal transportation system that provides year-round choices to residents, visitors and employees; connects to the overall regional network; serves a diversity of commercial and dispersed recreation uses; is integrated within the fabric of community values and lifestyle choices; supports land-use objectives; and is compatible with the unique environmental characteristics of the Central Wasatch."

The feedback provided in this document is critical to developing a preferred transportation alternative that meets the future needs of the region and solves transportation problems in LCC. The CWC has been committed to providing valuable feedback to the UDOT EIS team throughout the EIS process, looks forward to working to refine alternatives collaboratively, and aims to continue to build consensus around transportation solutions.

Respectfully submitted,



Commissioner Chris Robinson, Chair
Summit County Councilmember




Commissioner Jenny Wilson, Co-Chair
Salt Lake County Mayor



Commissioner Erin Mendenhall
Salt Lake City Mayor



Commissioner Mike Peterson
Cottonwood Heights Mayor

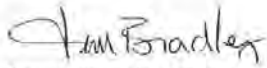


Commissioner Jeff Silvestrini



Commissioner Marci Houseman

Millcreek Mayor



Commissioner Jim Bradley
Salt Lake County Councilmember

Sandy City Councilmember



Commissioner Max Doilney
Park City Councilmember



Commissioner Harris Sondak
Town of Alta Mayor



Commissioner Dan Knopp
Town of Brighton Mayor

COMMENT #: 13348
DATE: 9/3/21 12:13 PM
SOURCE: Email
NAME: Julie Smith

COMMENT:

Good day, Josh.

The U.S. Environmental Protection Agency Region 8 NEPA staff reviewed the Draft Environmental Impact Statement (Draft EIS) for the Little Cottonwood Canyon/S.R. 210 Wasatch Boulevard to Alta Project (Project) (CEQ No.20210078) prepared by the Utah Department of Transportation (UDOT). In accordance with our role as a Cooperating Agency, as well as with our responsibilities under Section 102(2)(C) of the National Environmental Policy Act (NEPA) and pursuant to Section 309 of the Clean Air Act (CAA), the EPA provides the attached comments on the Draft EIS.

These comments include questions and recommendations that we feel are important for UDOT to consider for the EIS overall. We provide these comments, observations, and minor corrections in our good faith effort to help improve overall consistency between resource analyses in the document and conclusions to be reached by UDOT in the FEIS in support of a Record of Decision. Please do not hesitate to contact me with any questions or points of clarification. Should you need to chat on the phone, the best number to reach me is [REDACTED]. I look forward to continuing to work with you and UDOT in the preparation of an EIS that supports effective and efficient agency decision making.

I hope you enjoy your holiday weekend and remain safe - Julie

Julie Ann Smith, PhD
Physical Scientist - NEPA Branch
U.S. EPA Region 8 (ORA-N)
159 Wynkoop Street
Denver, CO 80202



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 8

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September 3, 2021

Ref: 8ORA-N

Joshua Van Jura, Project Manager
Utah Department of Transportation
4501 South 2700 West
Salt Lake City, Utah 84114

Dear Mr. Van Jura:

The U.S. Environmental Protection Agency Region 8 NEPA staff reviewed Draft Environmental Impact Statement (Draft EIS) for the *Little Cottonwood Canyon/S.R. 210 Wasatch Boulevard to Alta* Project (Project) (CEQ No.20210078) prepared by the Utah Department of Transportation (UDOT). The Project would provide transportation improvements on State Route (S.R.) 210 in Salt Lake County, Utah. The Draft EIS examines proposed improvements on S.R. 210 from its intersection with S.R. 190/Fort Union Boulevard to its terminus in the town of Alta. Transportation improvements are proposed to improve the safety, mobility, and reliability of S.R. 210 for residents, visitors, and commuters. In accordance with our responsibilities under Section 102(2)(C) of the National Environmental Policy Act (NEPA) and pursuant to Section 309 of the Clean Air Act (CAA), the EPA provides the following comments on the Draft EIS.

The EPA appreciates UDOT's early coordination efforts and is pleased that previous comments and recommendations provided by the EPA during the Planning and Environmental Linkages process, scoping, and through early cooperating agency review have been considered and used by UDOT in the development of the Draft EIS. While most of EPA's substantive comments and recommendations are incorporated in the Draft EIS, we have identified the following key topics that we recommend evaluating in the Final EIS so that potential impacts or benefits from the selected final preferred alternative can be fully understood: (1) aquatic resource impacts; (2) cumulative impacts to surface waters; and (3) CAA transportation conformity.

The EPA's detailed comments are enclosed. We appreciate your continued efforts to fully consider our comments in further developing the impacts analyses in the Final EIS. If further explanation of our comments is desired, please contact me at (303) 312-6441 or Julie Smith, who serves as EPA's point of contact for this project at (303) 312-6736 or smith.julie@epa.gov.

Sincerely,

Philip S. Strobel
Office of the Regional Administrator
Chief, NEPA Division

Enclosure

CC: Vincent Izzo, HDR, Inc.
Jason Gipson, USACE

**Enclosure -EPA Comments
Little Cottonwood Canyon Draft EIS**

(1) Aquatic Resource Impacts and Mitigation

The EPA recommends that UDOT provide additional information on the direct and indirect impacts associated with converting natural aquatic features to culverts in the Final EIS. Several alternatives that are discussed in the Draft EIS would result in the substantial loss of stream resources when considered on a cumulative basis. For example, one of UDOT's preferred action alternatives - the Enhanced Bus Service in Peak-Period Shoulder Lane Alternative - would convert 0.19 acre (2,120 LF) of intermittent stream, 0.02 acre (100 LF) of perennial stream, and 0.08 acre (1,220 LF) of ephemeral stream habitat to transportation.

Streams, regardless of their flow regime, provide many ecological and hydrological functions by moving water, nutrients, and sediment throughout the watershed. They also provide a wide array of ecological functions including forage, cover, nesting and movement corridors for wildlife and resident aquatic species. Given the importance of these streams and this watershed, it is important for the public and decision maker to have a clear understanding of the causal connection between impacts and proposed mitigation measures assumed to avoid and/or minimize impacts. In several places the Draft EIS states that: "The design of this alternative avoids and minimizes impacts to aquatic resources whenever possible while still allowing the alternative to meet the purpose of and need for the project." While the EPA understands that the project has not advanced to final design and engineering, we recommend that the Final EIS provide additional information on how the actual direct impacts are to be avoided and minimized (e.g., through culvert design).

The Draft EIS includes a broad summary of mitigation measures in Chapter 25. We extend our previous suggestion that the Final EIS provide a stronger basis for decision making with a clearer description of the causal connection between impacts, related mitigation measures and best management practices (BMPs), particularly regarding aquatic resources. Similarly, we recommend that the Final EIS expound on the mitigation and BMPs that will be used to minimize the indirect effects of the project on downstream aquatic resources (e.g., due to sedimentation, flow changes, etc.).

(2) Cumulative Impacts to Surface Waters

The EPA recommends that impacts to streams be considered for the entire project (i.e., under an individual Clean Water Act Section 404 permit). As noted in previous EPA comments on administrative draft documents of this EIS, discussion of impacts to water resources would be clearer and provide a better basis for understanding if presented within the context of the watershed. While the stream impacts may appear minimal when presented on an acreage basis, because these are headwater tributary streams that are only a few feet wide, the significance of the Project's impacts is more readily apparent when considering the linear feet of stream bed loss. The Draft EIS indicates that UDOT would likely seek nationwide permit authorizations from the U.S. Army Corps of Engineers for the impacts to jurisdictional streams, specifically National Wide Permit 14 for Linear Transportation Projects (NWP 14) (pp. 13-57 and 24-1). While NWP 14 authorizes impacts less than or equal to 0.5 acre on a crossing-by-crossing basis, EPA believes that even though the individual stream impacts would fall under this NWP threshold, there still could be significant cumulative impacts within the watershed because of the direct loss of more than a thousand linear feet of (jurisdictional) high-elevation headwater

streambed resources. These impacts may be more significant in the context of additional (unregulated) losses of ephemeral streams and the water quality impairments in Big Cottonwood Creek and Little Cottonwood Creek. If the Final EIS provides the proper context, comparison between alternatives related to impacts to water resources would be more complete and could ultimately steer alternative design or selection to one that is less environmentally damaging to aquatic resources (e.g., one of UDOT's preferred alternatives – the Gondola B Alternative) while also meeting purpose and need for the Project.

As a general note, Section 13.3.2.3 of the Draft EIS is titled "Waters of the United States," however, it (appropriately) describes all aquatic resources in the project area. EPA recommends renaming this section "Aquatic Resources" since, as pointed out in the Draft EIS, many of the wetlands and ephemeral streams in the project area not "waters of the U.S." under the current definition in the Navigable Water Protection Rule (NWPR). Similarly, the sub-sections in 13.4 Environmental Consequences and Mitigation Measures that are titled "Waters of the U.S." should include impacts to all aquatic resources, regardless of jurisdictional status and for clarity these subsections should be renamed "Aquatic Resource Impacts."

(3) Clean Air Act

The EPA acknowledges that we have provided UDOT with official concurrence on the Project of Air Quality Concern designation under the Clean Air Act. During interagency consultation that occurred in 2020 – 2021, the EPA also concurred on the protocol proposed by UDOT for particulate matter (PM) modeling intended to comply with CAA transportation conformity requirements. We have one clarifying comment and suggested edit related to information around conformity Ozone (O3) in section 10.2.2, (p. 10-4) of the Draft EIS. In paragraph 2 on that page the text states:

"Conformity for O3 is met due to the requirement that the RTP and TIP approvals must be based on a **finding that O3 precursor emissions of volatile organic compounds and nitrogen oxides from projects in the RTP and TIP are consistent with the SIP** to bring the area into attainment with the O3 national standard [emphasis added]."

And

"EPA approved the maintenance plan for the Salt Lake County 1-hour O3 nonattainment area on July 17, 1997 (62 Federal Register [FR] 38213). However, the 1-hour standard was replaced by an 8-hour standard on July 18, 1997 (62 FR 38856). **EPA partially approved the maintenance plan for the Salt Lake County 8-hour O3 standard on September 26, 2013 (78 FR 59242)** [...] [emphasis added]."

The subject conformity finding for O3 precursors in the Northern Wasatch Front Regional Transportation Plan (RTP) and Transportation Improvement Plan (TIP) is not based on consistency with an approved SIP and emissions budgets as implied by the statements above. The finding is based on an interim emissions test with projected emissions compared to those of a 2017 base year, all in the context of the 2015 Ozone 8-hr standard. In other words, as written it suggests that Salt Lake County is not an Ozone maintenance area but is marginal nonattainment for the 2015 standard. We propose that clarification in the Final EIS about Salt Lake County's Ozone conformity attainment status would provide a more accurate documentation upon which the decision maker can base its selection of a final preferred alternative for the Project.

COMMENT #: 13349
DATE: 9/3/21 3:39 PM
SOURCE: Email
NAME: Ned Hacker

COMMENT:

Josh and Vince:

Attached are WFRC's comments on the Little Cottonwood Canyon (SR 210) Draft Environmental Impact Statement.

Thank you for the opportunity. It has been a pleasure working on this project and I look forward to continuing to work with both of you and the EIS Team.

Thank you,
Ned

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Carlos Braceras
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Utah League of Cities & Towns

Lorene Karmali
Utah Association of Counties

Art Bruening
Envision Utah

Laura Hanson
State Planning Coordinator

Andrew Gruber
Executive Director

September 3, 2021

Josh Van Jura
Little Cottonwood Canyon EIS c/o HDR
2825 E. Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121

**RE: UDOT Project Number S-R299(281) /UDOT PIN 16092
Little Cottonwood Canyon (SR 210) Environmental Impact Statement**

Comments on the Little Cottonwood Canyon Draft Environmental Impact Statement

Mr. Van Jura:

As a Participating Agency to the SR 210 Environmental Impact Statement, the Wasatch Front Regional Council (WFRC) thanks you for the opportunity to comment on the Draft Environmental Impact Statement. Provided below are the collective comments from the Wasatch Front Regional Council Staff.

Little Cottonwood Canyon Draft Environmental Impact Statement

We would like to thank the Utah Department of Transportation (UDOT) for their leadership and commitment in addressing the growing transportation needs across the state and particularly along the Wasatch Front. The significant effort dedicated to the Little Cottonwood Canyon (LCC) Environmental Impact Statement (EIS) is further evidence of UDOT's commitment to identify solutions to the transportation-related safety, reliability, and mobility concerns in LCC and on Wasatch Boulevard.

As the Metropolitan Planning Organization (MPO) for the greater Wasatch Front Region, WFRC's role is to plan for an integrated transportation system including roadway, transit, active transportation, and other facility improvements to meet projected travel demand over 30 years, with consideration of land use, air quality, economic development, and other factors relevant to quality of life.

Understanding the focused, defined purpose and need of the LCC EIS, we note that the MPO's goals and responsibilities in planning for long-range transportation, in terms of geography and objectives, are broader. The Regional Transportation Plan takes into consideration transportation, land use, the economy and the relationship between all three. It focuses on accommodating and best serving the needs of all users along the Wasatch Front.

We are not at this point recommending any particular alternative for implementation. Our primary comment is that we believe it would be beneficial to move forward with an approach that maximizes the opportunities for integration with the regional transportation system.


Recalling the purpose of the LCC EIS is to find solutions in terms of reliability and mobility, both the Gondola B and Enhanced Bus alternatives are relying principally on cars to utilize Wasatch Blvd or other routes to access the Gravel Pit Mobility Hub and the Gondola Base Station parking areas. The gondola alternative recommends 2,100 parking stalls along Wasatch Blvd and the bus alternative 1,500.

When focusing on LCC, as in the EIS, the potential broader regional impacts and benefits of a regional system connection may not fully be considered.

Some parties have raised the possibility of increased bus service and connections as an interim/phased approach. This type of approach could provide for enhanced integration with the regional transportation system, or allow for further consideration of such integration.

While our comments are directed toward an approach that best integrates with the regional transportation system, we want to emphasize again that we are not advocating any particular alternative. As the MPO, our responsibility is to look more broadly at the regional transportation system.

Again, thank you for the opportunity to provide comments and participate in this important study. WFRC looks forward to our continued participation.


Ned E. Hacker
Director of Operations

LITTLE COTTONWOOD CANYON EIS

DRAFT EIS PUBLIC HEARING July 13, 2021

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DRAFT EIS PUBLIC HEARING
July 13, 2021

Little Cottonwood Canyon
Environmental Impact Statement
S.R. 210/Wasatch Boulevard to Alta

Draft EIS Public Hearing

Taken on Tuesday, July 13, 2021
at 6:00 P.M.

At Butler Middle School
7530 South 2700 East
Cottonwood Heights, UT 84121

Reported by: Kellie Peterson, RPR, CSR

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13350

DRAFT EIS PUBLIC HEARING
July 13, 2021

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1 July 13, 2021 6:30 P.M.

2 P R O C E E D I N G S

3 STEVE WOODWARD: Can you hear me? Okay. I

4 wanted to comment upon the Mobility Center in Sandy. I

5 think it's kind of absurd. It's just going to move

6 traffic to what is really a residential area right now.

7 I think the better alternative would be to have that

8 Mobility Center down at the Trax station.

9 I know I talked to you earlier about it, and

10 you have reasons not to, but I really do believe that

11 would be a better alternative.

12 I'm a skier, I know something has to be done,

13 but I don't think that's the answer. I think, again,

14 you're just moving a lot of the traffic that's going up

15 to the ski area down to a residential area in Sandy.

16 And also traffic that normally the bus stops

17 for, for people along the way, are now going to have to

18 come down here, so that's going to create more traffic

19 going down there. And, again, I think the better

20 alternative is just to have that Mobility Center some

21 place else. That's just my opinion.

22 I wish you could have said more in your

23 presentation as to the next steps too, because I think

24 people would be very interested in -- to know what the

25 funding of this is going to be, whether the ski areas are

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1 going to be required to pay anything for this; is there

2 going to be major benefits of it? But also the timing of

3 it.

4 I mean, you went as far as with the EIS

5 mentioned. When I talked to you, you said it could be a

6 few years out, but there's no definite plan. I would

7 like to know -- that's my comments.

8 ERIC CRONE: Thank you. I want to thank

9 everybody in UDOT and the community. This is a long,

10 long process. I'm really happy to see some people out

11 here.

12 I've been told in the past that traffic is

13 traffic, but not all traffic is truly created equally.

14 Induce the math. Road widening and parking expansion

15 creates car traffic by increasing the supply

16 infrastructure, making it less likely for people to chose

17 alternative modes of transportation on Wasatch Boulevard,

18 which is mostly nonexistent right now.

19 On signal license or sections along the

20 multilane roads with the sign speeds greater than 35

21 miles an hour are inherently dangerous to local residents

22 who need to turn left to egress and ingress their

23 residence.

24 2021 facilities so far are surpassing 2020

25 totals by a margin greater than 20 percent, and UDOT's

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1 goal to reduce fatalities to less than 200 fatalities by
2 2020 has already been a failure.
3 The concession that UDOT has expressed
4 to -- in regards of local traffic along Wasatch Boulevard
5 to the local community misses the main concern voice of
6 the community itself.
7 Speed kills, and UDOT has shown an
8 unwillingness to cooperate with the local community that
9 depends on acts to the urban segment of Wasatch not only
10 impedes ski season but for daily life. This is a
11 concern.
12 The main concern is not the wide -- I really
13 think that, you know, everybody wants to get to the
14 canyons and enjoy the beautiful nature that we have up
15 there, and we more than welcome that. It is an
16 opportunity for the community to actually grow in a
17 sustainable manner, but that has to be safety prioritized
18 for the people that actually live there, not only during
19 the ski times or for recreation purposes, but for kids to
20 go to school, for cars that actually need to make a left
21 turn on a daily basis.
22 And if you look at the design of the road,
23 you are creating something that's going to look
24 eventually similar to what's already in front of the
25 gravel pit, right in front of a residential area, with

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1 many, many people that are -- have -- do not have any
2 other way of access their neighborhood.
3 Regarding the trail experience, it will be
4 improved even better if the speed of the road is, again,
5 reduced to 35 miles an hour, and the noise is reduced as
6 well. Thank you.
7 CHRIS MCCANDLESS: Good evening. My name is
8 Chris McCandless. I'm one of the authors of the original
9 La Caille Base Station plan. It's actually a real
10 pleasure to see all of those who love the canyon here
11 tonight to voice their thoughts. We all love Little
12 Cottonwood Canyon.
13 Please note, we are not proposing to be the
14 entity to construct the base station. We are only
15 preserving the site from development, if it is chosen by
16 UDOT.
17 And to clarify some of the social media
18 comments: No, we are not intending to construct
19 four-unit break or apartment buildings or condominiums on
20 our adjacent property.
21 Our two existing applications show
22 residential single-family homes that equal about two
23 units per acre and meets the existing zoning
24 requirements.
25 We forwarded to UDOT a land preservation plan

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1 for the Gondola Base Station because we are certain that
2 the gondola solves all the problems, especially providing
3 dependable canyon access on a daily basis, and especially
4 a secondary emergency access that is so dearly needed.

5 The bus option requires building a four-lane
6 highway in Little Cottonwood Canyon, which will have
7 significant detrimental impacts. The UDOT Little
8 Cottonwood Road expansion would be to 78 feet, which
9 doubles its current size, and increasing it from two
10 lanes to four lanes.

11 The only way to do this is to excavate the
12 steep northern slope and install miles of vertical
13 retaining walls ranging in height, based on our
14 calculations, from 20 to 75 feet tall, and eliminates a
15 lot of the spectacular scenery associated with that ride
16 along that northern canyon road.

17 In the areas where the mountain is blasted
18 into submission, it will require over-excavation in
19 places where the slope is steeper and the mountain less
20 stable. And the over-excavation will penetrate the
21 hillside on a much greater scale in order to protect
22 those constructing and then using the new roads.

23 It would require for about, in our
24 estimation, 200 vertical feet of excavation to stabilize
25 the unstable rock and other dangerous aspects during

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1 construction process, which could take up to eight years.
2 This is massive.

3 We feel that there are numerous other
4 elements associated with building a highway system of
5 Little Cottonwood Canyon Road, one that will take away
6 significant iconic aspects, including that large boulder
7 that everybody likes so much just above the A gate. It
8 will change the face of the canyon permanently and
9 forever.

10 By comparison, constructing a gondola would
11 have significantly less environmental impact than the
12 alternative option of an expanded highway. We would like
13 you to consider those when you're making and deliberating
14 this decision. Thank you.

15 BOB PAXTON: Mr. McCandless, I do appreciate
16 your comments on the widening of the Little Cottonwood
17 Canyon. One of the concerns I have is: Have there been
18 enough sophisticated engineering studies to determine
19 what exactly would happen to that road?

20 Many of us can remember what happened to the
21 Provo Canyon road with landslides for two decades, and
22 then, ultimately, gunite, which seems like it's halfway
23 up the canyon, and we would all hate to have that up
24 Little Cottonwood Canyon.

25 I have a comment or two on the -- from the

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1 Central Wasatch Commission. They don't seem to agree
2 necessarily with what kind of transportation mode should
3 happen, but I do appreciate their comment on this.

4 Visitor use capacity: The transportation
5 alternatives being evaluated by the EIS have the
6 potential to significantly increase the quantity -- and I
7 underline "quantity" -- of visitors accessing Little
8 Cottonwood Canyon, and what they do and when they visit.

9 All of these alternatives pose a risk of
10 overuse of Little Cottonwood Canyon, which could result
11 in negative environmental public safety and water -- and
12 water resource consequences.

13 Additionally, overuse could negatively impact
14 the visitor experience for both tourists and locals, who
15 seek to enjoy recreation and nature from unmanaged
16 crowds.

17 You know, this is something that probably has
18 to be dealt with by the businesses, the ski resorts, but
19 it is truly a fact which I think is desperately
20 important.

21 Another one is -- I think that with all the
22 marketing that goes on, we are marketing more for
23 visitors than we are for residents within the state of
24 Utah, especially along the Wasatch Front. And I foresee
25 the busyness getting so bad that we will not -- we, as

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1 local people, will not want to access these resorts and
2 will have to go some place else to do this, similarly as
3 we have with many of our national parks in Southern Utah.
4 Thank you.

5 GAYLYNN BENNION: Hi, I'm GayLynn Bennion,
6 and I represent, at the Utah Legislature, this area. I
7 represent Alta, Brighton and two thirds of Cottonwood
8 Heights, parts of Holladay, Midvale, and Murray.

9 And I would just like to remind Utah -- UDOT
10 of my constituents' request for a lowered speed limit on
11 Wasatch Boulevard. This is in the Cottonwood Heights
12 Master Plan for Wasatch Boulevard, and it has been there
13 since 2019, so I know it is not news for you. And it is
14 also part of Save Not Pave's grassroots efforts.

15 There are parts -- it is a state road, but
16 there are parts of Wasatch Boulevard on the other side of
17 Ft. Union Boulevard that do have lower speed limits, so I
18 know that we can have a lower speed limit.

19 I was concerned to see the plans for sound
20 barriers. To me, what Cottonwood Heights is asking is
21 that Wasatch Boulevard be a boulevard, that it not be a
22 freeway. So when I see the plans for high -- for sound
23 barriers along the road, it just looks like a freeway
24 being planned, which is not what Cottonwood Heights has
25 been asking.

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1 As I talk with people, even here tonight, I
2 appreciate the great efforts that Utah -- UDOT has made
3 for several years, and also the Central Wasatch
4 Committee -- Commission, and I appreciate their pillars in
5 reminding us that water is our ultimate thing that we
6 want to preserve in the canyons.

7 And I think that as I have talked with people
8 here, that there are creative solutions, like what we do
9 at Zion Park, where people sign up for a shuttle; that if
10 we really value the canyon, and we don't want to make
11 that kind of road improvement that would degrade the
12 canyon, if we don't want a permanent gondola there where
13 maybe the snow pack won't be there in the couple years
14 the way it is going -- which is not what any of us want.

15 Maybe there are creative solutions that are
16 less impactful, like what we have at Zion, where there
17 are shuttles, where there could be metering, where it
18 doesn't have to cost so much money but might solve the
19 problem.

20 Thanking you -- all of you for being here,
21 and thank you, UDOT.

22 DAVE FIELDS: Good evening, my name is Dave
23 Fields. I'm the general manager of Snowbird. I have
24 spent my life recreating and, now the last 21 years,
25 working in Little Cottonwood Canyon, and I have seen

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1 firsthand what happens when it snows a lot and that
2 coincides with increased demand.

3 We put up to 7,000 cars in Little Cottonwood
4 Canyon on a Saturday in the winter. This is not
5 compatible with the steepness and the amount of avalanche
6 paths and how much snow we get in a short period of time
7 in Little Cottonwood Canyon.

8 We believe that cars and buses are not the
9 answer because they get stuck in the canyon, just like
10 the buses get stuck -- even though they have chains, they
11 get stuck just like the cars. I work very closely with
12 the operations team from UDOT, and they are amazing. And
13 in one day, they pulled eight buses up the canyon with an
14 F-350 because they were stuck in the canyon; just on one
15 day. And this is what happens when it snows a lot in
16 Little Cottonwood Canyon.

17 It is the most avalanche-prone highway in
18 North America, and we need to think about a solution that
19 doesn't involve rubber tires on pavement to get people up
20 and down this canyon.

21 The thousand people per hour is a
22 self-induced parameter that UDOT has created. We would
23 like to see more people using alternative transportation,
24 gondolas can move 1,000, 2,000, 3,000 people an hour if
25 you designed that spec. And I would love to see UDOT

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1 shooting for a much higher target for vehicle elimination
2 in Little Cottonwood Canyon.

3 Snowbird and Alta currently pay for our
4 season pass holders and our employees to ride mass
5 transit. With a bigger target and more capacity the
6 gondola could provide, our interest and our investment in
7 this operation will go up exponentially.

8 Snowbird has committed that we will continue
9 to pay for our pass holders to ride mass transit. We
10 would like to write a much bigger check because we do not
11 believe private vehicles are a safe option or a reliable
12 option.

13 Our data shows that it will take 31 minutes
14 to ride the gondola from the La Caille Base Station to
15 Snowbird, 37 to Alta. And the nice thing about the
16 gondola is that is every day. No matter what is
17 happening on the road, no matter what rental car has slid
18 off the road, no matter how hard it is snowing, the
19 gondola goes up and down. So our guests and our
20 employees can get up and down the canyon and know that it
21 will take 31 to 37 minutes.

22 I want to thank UDOT. This is hard work
23 you're doing. But on behalf of all of our employees and
24 our guests, we thank you for what you have taken on.

25 RANDY SKEEN: Thank you. I was just going to

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1 sneak out, and you called my name.

2 I would like to echo what has been said to
3 thank you folks. We have lived at the mouth of Little
4 Cottonwood Canyon for about 15 years now, and I think all
5 the residents up there have all had -- lived through
6 horror stories of cars. And where it gets so crowded, we
7 can't get school buses out. We couldn't get an ambulance
8 up there.

9 I personally almost missed my father's
10 funeral because I had to go down to the 7-Eleven and fill
11 up with gas and try to get home. And I had to do that by
12 going to the wrong side of the road, honking. Of course,
13 my honks were reciprocated with gestures and honks,
14 people thinking, I guess, I was trying to ace them out of
15 the resorts.

16 I don't know which is best, but I don't
17 believe that pavement is something that can work. The
18 traffic is bad. I just don't know that having buses is
19 going to make it any better. So that is one concern.

20 The second concern is: Who's going to pay
21 for it? I appreciate the comments from Snowbird, I guess
22 they are going to chip in, but I think the ultimate cost
23 is going to fall somewhere on us. And I would really
24 like to know what that is, and how much, and where it
25 comes from.

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1 But, again, thanks for your hard work. This
2 is a terrible problem for the residents. We love having
3 out-of-state people come. We have friends come every
4 winter to ski. And this is the best place in the world,
5 I think, to live, right where I live in the canyon.

6 So we want to make it better, and if it's a
7 gondola, that's great. If somehow we can eliminate it
8 with the traffic going up, that's great as well, but
9 something does have to be done. Thank you.

10 AARON DEKEYZER: My name is Aaron Dekeyzer.
11 I'm a candidate for Sandy City Council. I serve our
12 community as the codirector of Save Not Pave, and the
13 chair of the Utah International Dark Sky Association, and
14 chair of the Sandy City Sustainability Focus Group, all
15 of which are following the EIS closely.

16 I'm encouraged by all of the people who have
17 come out tonight to play an active role in our community.
18 Thank you. And thank you, Josh, for all your hard work
19 in this and meetings that you've had with me.

20 In the certificate course I took from MIT on
21 smart city design, I learned that cities effectively
22 cannot build their way out of a car-centered society.
23 This is an especially important principle when applied to
24 our values geography and clean air challenges. So if we
25 are smart, we will create and develop transit networks

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1 that incentivize people and provide options for improved
2 mobility.

3 UDOT should reconsider its two alternatives
4 and wait to do anything, other than express bus service,
5 without additional road building, just as Mayor Wilson
6 commented today. It should also be done without
7 additional parking garages, as those will induce demand
8 and are wasteful, when we already have numerous locations
9 already available throughout the valley to be repurposed.

10 The two proposed alternatives literally do
11 the opposite of what we need by pointing more vehicles to
12 the mouth of the canyon. Dave Fields mentions getting
13 cars out of the canyon, which I agree with, but it is not
14 fair to push that traffic into our Foothill
15 neighborhoods.

16 The public is up in arms about this, and UDOT
17 refuses to collect ZIP code information so we locals know
18 where the comments are coming from. This is, at best,
19 irresponsible, and at worse, deceitful.

20 Audience, please, when you're making your
21 public comments, include your ZIP code. Locals do not
22 want roadening [sic], not on Wasatch Boulevard, not on
23 Sego Lily, not the Highland Drive extension over Dimple
24 Dell or on Vine Street, not on 600 North and so forth.

25 Similar transportation and transit topics are

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1 being discussed and studied at the highest academic halls
2 across the country. In fact, the University of Utah
3 homes one of the nation's leading transportation experts.
4 I met with him, yet the business interests of this
5 project don't seem to care for the intelligent design
6 ideas or have even bothered to do a capacity study for
7 the canyon.

8 And I should further this point. Really, it
9 is completely unacceptable that this is moving forward
10 without a capacity study.

11 For the fiscally conservative folks in the
12 audience, consider the costs of these projects. Is the
13 benefit of lessened traffic for 20 days a year worth the
14 price tag, especially once you know who the private
15 interests are that stand to make hundreds of millions of
16 dollars?

17 Something needs to be done, but we cannot
18 have exhausted other options, including timed access, bus
19 priority, carpooling incentives, and a properly enforced
20 sticker system, rental car restrictions, amongst other
21 possibilities like Representative Bennion mentioned.

22 In closing, it is the design that makes all
23 the difference. If UDOT widens Wasatch Boulevard, they
24 should held to their promise in the Cottonwood Heights
25 City council meeting for 35 miles per hour, and switch

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1 their guiding principle of level of service to safety.

2 That is what I am hearing as I knock
3 thousands of doors in the city, so I hope UDOT seriously
4 listens to our voice, and has roads that respect
5 residents. Thank you.

6 GEORGE VARGAS: Thanks for having me. I'm
7 George Vargas. I'm also a board member of
8 Wasatch Back Country Alliance. Thanks for hosting this
9 public event so that we can share our thoughts.

10 I want to reiterate the concept of capacity
11 again. I don't want to beat a dead horse, but knowing
12 what these canyons hold, we are putting another thousand
13 people per hour, which would be 4- or 5,000 people on top
14 of what's there now is a concern. And the gondola could
15 be full, and people -- we don't really believe that
16 people get out of their cars. The disincentives that are
17 listed already, and so we are just going to see that many
18 more people in the canyon on the busiest days.

19 Regarding tolling, we are not quite certain
20 why tolling isn't implemented now. That's something that
21 could give a different perspective on the amount of cars
22 in the canyon and shared -- rider-share and the like.
23 Directional traffic and coordinating with -- planning in
24 Big Cottonwood are other concerns that we have.

25 And importantly, there's issues around the

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1 gondola that are a bit of a concern regarding weather.
2 The road has been criticized for its unreliability with
3 regards to tires on the road, but we also don't enforce
4 traction requirements, and tire requirements are quite
5 lax.
6 Regarding weather and the gondola,
7 lightening -- I don't see lightening mentioned at all.
8 That frequently shuts down lifts. Every time there's a
9 strong frontal passage, lightening usually precedes it
10 and shuts down things for quite a while. Crosswinds, as
11 well as icing events, can affect the gondola quite a bit.
12 Cost to ride seems to be lacking here; kind
13 of some vague numbers sometimes, but a little more
14 scrutiny towards: What will it cost to ride this
15 gondola? And in addition, artillery fire to control the
16 canyons. The gondola will be closed when artillery is
17 fired to control the avalanche paths.
18 If snow doesn't come down, the wires and
19 cables and towers need to be inspected for reopening
20 after artillery fire, so the gondola will not be running
21 during those periods of time. We are not sure what it
22 takes to reopen the gondola, and how that safety process
23 works and who's in charge of it.
24 In addition, interlodge -- if there is an
25 interlodge effect, the gondola will not be running. It's

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1 stated clearly, I believe, in winter gondola operations.
2 And in addition, the gondola will act as a tourist
3 attraction inadvertently, and it will contribute to
4 additional congestion in the canyons.
5 Thank you for much for your time. I
6 appreciate it.
7 DAN MILLS: Dan Mills, I'm a Cottonwood
8 Heights resident. I'm a member of the planning
9 commission for Cottonwood Heights. I have lived here
10 since the late '70s -- okay. And I have lived here since
11 the late '70s, with a big break in the middle.
12 I love the canyons. I'm a cyclist, I'm a
13 skier, and I would ask that we honor the 35 mile per hour
14 statement that was made to the city council. And as
15 someone who lived across from the Old Mill, I have
16 alternatives. I can get out of my neighborhood if I have
17 to. There are other ways that I can get there. Many of
18 our residents don't have that option.
19 And I would also add that if we -- if we're
20 really genuine about this, we need to realize the
21 competing interests here, and that there are certain
22 people that will benefit from certain alternatives.
23 And I applaud you for reaching out for other
24 stakeholders. I'm sad to see we don't have a larger UTA
25 presence and more creative solutions from UTA.

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1 I'm also a little surprised that we don't
2 have Doug Shelby, from the Walker Family Trust, who has
3 an interest in where the parking structure would be in
4 the gravel pit, and that those interests and those
5 solutions are going to be critical.

6 Additionally, if we are going to put the
7 gondola there, we are going to ram traffic right into
8 that -- that parking structure, which means that what we
9 are going to find ten years from now is that the parking
10 situation on those certain days we are talking about
11 really is not going to be appreciably different. It is
12 just going to be a little bit wider.

13 And, ultimately, in my opinion, the faster
14 way to solve this problem is to incentivize people to get
15 on the bus first, first bus equals first Trax. And if we
16 can get people on those buses quickly, as close as to
17 larger transit area hubs as possible, I think it is
18 possible to solve this problem without widening the
19 roads.

20 I think it's also important to recognize that
21 if we do widen that road up Little Cottonwood
22 Canyon -- we are talking about over 15 mines that have
23 existed. They really would turn this into a giant
24 Superfund site up and down that road. And the mitigation
25 that it will take, the arsenic and all the other minerals

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1 that are involved in trying to disrupt what's that.

2 Frankly, if we are building houses on that,
3 if this were a planning commission issue, we would have
4 all sorts of concerns about disrupting that. And the
5 fact that it is going into a primary water source, that
6 is a real issue.

7 So as we look at who's going to benefit from
8 the gondola, I think it's important to recognize, if we
9 are going to get as many people as possible to Alta and
10 to Snowbird, the best way to do that is buses, and lots
11 of them. I recognize that there have been a couple days
12 where there have been slide-offs with the buses, and they
13 do occasionally need some help.

14 But, ultimately, the buses were discussed at
15 five-minute intervals, and UTA, quietly, has admitted
16 they can do them as fast as three-minute intervals, which
17 would get dramatically more people than what we could
18 ever get from the gondola. Plus, it gives you a flex
19 solution, which means that you can turn it off.

20 I rode my bike up there this morning. There
21 is no reason, no reason that gondola would be used today.
22 It would have sat there gathering dust, the number of
23 people that were in the canyon, and, frankly, all day
24 long, I don't think you would have had more than a couple
25 dozens riders.

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1 Let's not memorialize a solution for the 30
2 worst days of the year. Thank you.

3 RICHARD SHUT: Thank you for this opportunity
4 and for the work that you guys have put in to getting
5 this, hopefully, off the ground -- or on the ground,
6 whichever you decide to do.

7 I live in Granite Oaks, which is right on the
8 edge of where all of this is going on. And I start out
9 with one -- my first question. We are backing up on a
10 property owned by the Despain Company. And I haven't had
11 any mention of this at all. Do the current owners of La
12 Caille own that property as well? Have you guys looked
13 into that? And -- because that's where you're showing
14 the parking facility being.

15 And our concern about that is that that
16 property has an easement through our development, and
17 easements goes with the land, not with the people. So
18 the question that I would like you guys to answer is:
19 Are we going to have traffic coming through our
20 development because that easement exists? And nothing
21 has been addressed as far as we're concerned.

22 The other question is, there's a lot of money
23 being handled here that's going to be going back and
24 forth. And are you guys putting in for your share, in
25 terms of paying for this project from both the owners of

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1 the La Caille, Snowbird, and Alta? Dave said he would be
2 willing to pay more money. He has to be willing to pay
3 for more money because they're going to be making more
4 money. That is not exactly a giveaway.

5 And one of the things that was mentioned is
6 the paving of Little Cottonwood Canyon Road. While none
7 of these things may be optimum, that seems to be the best
8 alternative, only because as a biker and a former skier,
9 it would be nice to have -- the local people have
10 something to benefit from for this, as was mentioned
11 before.

12 Because you really -- unless you're really
13 great, biking is not an option at this stage of the game
14 on Little Cottonwood. And it would be wonderful if we
15 had something else that we could use that would benefit
16 the public as a whole.

17 Thank you very much.

18 BRIAN ROBERTS: Hello, my name is Brian
19 Roberts. I live in the area, ZIP code 84124. I don't
20 think any of the ideas will help. I think you're just
21 trying to find ways to get more people at the same time
22 up the canyon. As long as you have the same number of
23 people going in the cars, and it doesn't matter which
24 way, I think you would have to solve that with tolling.

25 In other words, people that go up the canyon

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1 only are essential, or they're canyon people. They are
2 hikers and so forth. But they are not allowed at the ski
3 resorts. If the car is found there, and they don't have
4 the pass, they are ticketed.

5 We could essentially eliminate the parking
6 lots of the ski resorts and have everyone go by mass
7 transit. That would significantly help the canyon. Of
8 course, the residents would be allowed to go up, and they
9 would have a canyon pass, an annual canyon pass.

10 I'm actually in favor of the train. I know
11 you voted against it. It's the best option. The problem
12 is, is you're comparing apples to oranges. It is
13 approximately \$600 million. These others are 600
14 million. But then it's 400 million more to connect.

15 But you can't really say it's this much more
16 because you're getting so much more because that route
17 would go all the way, I believe, down 9400 South. Just
18 because you can do something doesn't mean you should do
19 something.

20 I lived in New Zealand for a number of years,
21 and they have a canyon similar to this called Milford
22 Sound. Very famous in -- (inaudible.) If you do a
23 Google search on transport on Milford Sound, it's on
24 Wikipedia, you will find that they have had several
25 ideas, such as one called Sky Trail, which is a gondola

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1 system.

2 The government was smart and voted against it
3 because it's an eyesore. This is going to be very ugly,
4 this gondola. You have got a 37-minute ride. You have
5 capacity for 20 people up there. You have got no control
6 or a driver of a person on board. We live in a day and
7 age where people get angry. Only 20 people can sit.
8 Others are standing.

9 People carry guns and are going to be cranky.
10 I wouldn't want to be stuck in the air. It would be
11 terrible. Anyways, the windows are going to be dark.
12 Anyways, my brother carries a gun everywhere. He freaks.
13 I wouldn't want to be up there with him.

14 The train is the best option. If it can't be
15 the train, then the bus, but it's got to be mass transit.
16 You have got to stop the people going up the canyon
17 unless they are essential or ticket them. Everything
18 mass transit. The train is the best.

19 BRAD RUTLEDGE: Hello, can you guys hear me?
20 Hey, Josh. Dave, you're here to protect UDOT. I really
21 appreciate that.

22 My name is Brad Rutledge, by the way. I'm
23 with Wasatch Back Country Alliance. We -- yeah, bring it
24 on. We hosted a podcast series that was a Facebook live
25 event. We had seven episodes, so seven hours of live

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1 interviews with people like Josh and UDOT, Chris
2 McCandless representing the gondola, UTA, etc.
3 And I was trying to think about what to talk
4 about with my comment, and I got called up. So thanks
5 for pulling me up. And great comments, by the way.
6 The one resounding takeaway I came away with,
7 after doing our podcast series -- because it was a deep,
8 deep dive with all of these stakeholders that were really
9 interested in advancing their goal, UDOT, of course,
10 interested in doing what is best for all of us, is a big
11 takeaway of "let's get back to the goal." Right? What
12 are we trying to accomplish?
13 And it was concerning a little bit in that if
14 you ask the CWC board what's the goal, what's the
15 purpose, you'd probably, and likely, get different
16 answers. And so when we start with, "What's the goal?"
17 which is where this started, somehow we gotten into all
18 the weeds and the details. We've forgotten about the
19 goal and the purpose.
20 And so it's not a tourist attraction. Right?
21 It is not an amusement park. It is: How do we improve
22 the traffic mobility going up Little Cottonwood Canyon.
23 And I think when we stop and think and remember, that is
24 what we are trying to accomplish. We're getting -- and
25 we can all get on the same page. We're going to elevate

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1 the conversation.
2 The other thing that is really concerning is
3 when you take a look at the potential solutions, is the
4 unintended consequences. So capacity has been brought up
5 by a few people, and if we have these systems that can
6 send 1,000 to upwards of several thousand people up
7 Little Cottonwood per hour, and we have it at the
8 beginning of this process to find: How are we going to
9 limit what that current capacity is -- which is, you
10 know, we have a capacity cap today which is parking.
11 Once we started adding more people to it,
12 it's going to ruin the experience. If you're at the
13 resort, you're at the back country, you're on the roads,
14 you're on the gondola, we have to be very careful about
15 what we do. So we need to step back and re-evaluate.
16 What's the purpose for what we are trying to accomplish,
17 and what are those consequences so we don't get into
18 trouble down the road.
19 Finally, WBA really believes that we haven't
20 given buses a good chance. We have not funded buses and
21 all the kinds of systems that could make going up Little
22 Cottonwood Canyon successful. We have seen it in other
23 areas.
24 Dave, I know I'm out of time.
25 And we have seen this work for events and

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1 other things. We should give those things a chance
2 before we invest in widening the road or installing a
3 gondola. That is my final comment.
4 JEFFREY HEATH: My name is Jeffrey Heath. I
5 live on the corner of Wasatch Boulevard, right across
6 from the fire station, and so I'm a resident who has some
7 understanding and is affected by what goes on. It's also
8 a good thing that I'm not running for office, for reasons
9 that will become apparent.
10 Mr. McCandless's comment about the comments
11 of bus construction is correct, and at the same time, an
12 acknowledgment that you make in the course of outlining
13 the prospective benefits of the buses actually
14 demonstrate that the assumptions on which the benefit
15 calculation was made is clearly false.
16 Any calculation of bus transit type that
17 assumes that a dry road, one simply has to ask how often
18 is the road all the way dry and all the way to Alta
19 during the ski season.
20 The gondola actually -- if you define your
21 goals as mobility and reliability, the gondola actually
22 meets both, and it is the only one that actually does
23 meet both consistently.
24 Now, looking into the future, the passion for
25 everyone in this room is absolutely understandable, but

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1 the reality is that land for use is not going to go down
2 and the demand is already there. The state's population
3 is a lot higher than it used to be, and it is growing.
4 The country's population is a lot higher than it used to
5 be, and we get more visitors in this state than we used
6 to get.
7 I think it is going to be difficult to
8 attempt to turn the clock back through regulatory force.
9 The question is how we handle the future reality wisely
10 and prudently, and it's a question of finding the bus
11 tradeoff, because there's no ideal and no perfect
12 solution.
13 I believe that if we shoot for reducing the
14 number of vehicles in the canyon total, that points to a
15 gondola system. The buses have been negatively impacted
16 on air, water, and noise. Even aside, all the
17 engineering problems of trying to widen the road. And
18 any attempt to increase buses and road without some sort
19 of shoulder is absolutely unrealistic in my view.
20 The gondola actually has the lowest
21 environmental impact. It may improve the water quality.
22 It will certainly improve the noise quality and reduce
23 emissions within the canyon. And it is the only way that
24 will ultimately allow limiting traffic in the future. We
25 need to learn the lesson from Switzerland.

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1 There are people ahead of us, who are years
2 ahead of us, who have figured out the best tradeoffs to
3 resolve these problems. Travel below the Matterhorn and
4 see what they have done, and I assure you from personal
5 experience that they have not destroyed the natural
6 beauty of that place.

7 I would suggest that if gondolas are adopted,
8 they would consider to stop at Tanner's Flat. I'm
9 running out of time. The resort operators are not going
10 to -- solution by part and how it should be organized to
11 attempt to make it into a profit-making venture, of
12 course, requires a lot of detailed work.

13 Thank you.

14 JASON ERICKSON: My name is Jason Erickson of
15 Cottonwood Heights. It's nice to see this data that you
16 have showing a viable alternative without the expansion
17 of the roads or the gondola system. It's a shame that
18 it's not up there right now.

19 I think we can also learn from Squamish, with
20 the Sea to Sky gondola being caught two years in a row.
21 That is a huge potential flaw that the gondola has been
22 caught back to back years. This would be a large
23 infrastructure project that would bankrupt us. This is
24 being funded by taxpayers for the resorts.

25 Increasing the bus usage at the same time as

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1 the gondola, and it doesn't -- or it solves one of the
2 problems, which is congestion, but the issue is people.
3 We need better education into why to use mass transit,
4 because right now we are looking at the symptoms and not
5 the cause.

6 People don't want to carpool, people aren't
7 getting together, and how do we change the mentality, to
8 get everyone together in the mass transit in either way,
9 so they are not going to say, "I want to leave when I
10 want, I want to be there when I want, and I want to be
11 able to go when I want."

12 So I think we need to work on education and
13 alternatives to work with buses, regarding expansion of
14 the roads for the gondola, to keep the current
15 environment safely.

16 Thank you.

17 JOHN ADAMS: Thanks. John Adams, Cottonwood
18 Heights. Although safety, mobility, and reliability have
19 been addressed, UDOT has neglected to include other
20 Cottonwood capacity study and the EIS for both the
21 alternatives. I guess you heard that a few times
22 tonight.

23 UDOT has stated that since SR-210 impedes
24 traffic and people into the jurisdiction of the Forest
25 Service, that is up to the Forest Service to do a

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1 capacity study, if they have the funding and resources to
2 do so. UDOT states the Forest Service said they will not
3 do a capacity study for this project, and further, that
4 UDOT is not concerned with doing their own capacity
5 study. So from what I understand, no capacity study is
6 going to be done as part of the EIS.

7 I feel this is completely irresponsible and a
8 slap to the face to the future and health and
9 sustainability of Little Cottonwood and our drinking
10 water. Unlike freeway projects that UDOT manages, where
11 freeways continuing to flow in and out of our state for
12 the benefit of all, this project is forever increasing
13 the capacity into a finite box canyon.

14 Its increasing capacity to move both cars and
15 people with bus option and to increase capacity of people
16 with the gondola option into a box canyon, which has both
17 physical and environmental limitations.

18 Rushing to build out the permanent and
19 irreversible infrastructure today without understanding
20 and defining the limits of the canyon is a gaping hole in
21 the entirety of the UDOT environmental analysis,
22 regardless of the tolling ideas that have been put out.

23 With water scarcity already happening today,
24 and the population projected to grow from 3 million to
25 5.4 million in the next 30, 35 years, how in the world

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1 are you able to move forward with this project to
2 increase capacity into the canyon without a true capacity
3 study?

4 Regardless of how big our state grows, you
5 can't deny that resorts cannot grow unlimited, the
6 vehicles, that's cars and buses, cannot grow in the
7 canyon unlimited, and the amount of people in the canyon
8 at one time cannot grow unlimited. It's time that we see
9 the future of the Wasatch through the lens of how we
10 enable it to thrive versus trying to grow our economy at
11 the expense of this finite resource.

12 We need a comprehensive capacity study to be
13 completed and accepted to determine if this project
14 should move forward. Growth for the sake of growth can
15 no longer drive our decisions. We already grew, and we
16 need to change the narrative on how we thrive before we
17 blow past our environmental boundaries and have to start
18 taking things away from people, just to enable this area
19 to survive.

20 Thanks.

21 DAVID TILLOTSON: My name is David Tillotson.
22 I'm a resident of Little Cottonwood Canyon, just east of
23 La Caille. Many of my comments have been stated tonight
24 already, but all in all, the gondola is a permanent
25 response to an interim problem.

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1 We are talking about 15 days a year where
2 there's an issue, and I agree. And I bought my house
3 knowing that there will be days that I cannot return to
4 my house if I leave for a two- to three-hour window.
5 Tough, I signed up for that.
6 Give buses a chance. Don't widen the roads.
7 Incentivize riders, direct access throughout the Salt
8 Lake Valley, to both Snowbird and Alta and the other
9 Brighton and Solitude Resorts on the Big Cottonwood side.
10 I like the idea of first rider, first Trax. Also
11 incentivize carpools, not just two people in a car. We
12 are talking four or five people in a car.
13 Also, on the impact summary, rather than just
14 take UDOT's numbers as facts, I would like to see the
15 exact assumptions that are used in the impact summary,
16 specifically as it relates to operational costs. Bus
17 technology is likely to improve over time.
18 The gondola option is -- you're making a
19 50-year bet. I would like to see what -- it is not a
20 fixed \$11 million every year that the buses are going to
21 be. I see electric buses. I see buses changes over the
22 next 20, 30, 40, 50 years. I also have a big problem
23 with public dollars used for private enterprise.
24 If the resorts want the gondola so bad, make
25 them pay for it. Make them pay for the upfront costs,

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1 not just the riders riding it.
2 Thank you.
3 RYAN RAMBA: Hello, my name is Ryan Ramba.
4 I'm a software engineer, and I live here in the Salt Lake
5 Valley.
6 In software, there are certain qualities that
7 are hallmarks of great engineering. Four of those are
8 scalability, extendability, reusability and
9 refactorability. I'm here to point out that on top of
10 other flaws, the gondola meets precisely none of these
11 hallmarks.
12 Scalability means that as usage grows or
13 shrinks, it should be easy to add or subtract the
14 necessary resources to keep things perforant. The
15 gondola is not scalable. It has a set number of cabins,
16 and therefore, a set capacity. If there are more people,
17 it cannot grow its capacity to accommodate.
18 And, likewise, if there are only two people,
19 it cannot lower its capacity, and therefore, it will use
20 roughly the same amount of energy and cost the same to
21 run, regardless of usage.
22 Extendability means that you can easily add
23 additional behaviors as the needs arise. The gondola is
24 not extendable. It will have two stops, and it will only
25 ever have two stops. So if parking becomes untenable,

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1 which it already does at certain times of year at the
2 White Pine Trailhead or the gate buttress, it is
3 impossible to add stops to address these issues.

4 It will also always need to be loaded and
5 unloaded at one location. This will be a bottleneck.
6 There's no option for extending the loading to multiple
7 locations out into the valley to distribute the loading
8 process, and you won't be able to extend the gondola to
9 also service Big Cottonwood.

10 Reusability means that it can serve multiple
11 purposes or the same purpose in multiple locations. The
12 gondola is not reusable. It will perform exactly one
13 function, for one type of user, in one location. You
14 can't take a gondola cabin and use it to help transport
15 people to a Real Salt Lake game, for example, but what's
16 worse is that the gondola is slated to use half a billion
17 taxpayer dollars to service a single type of mountain
18 recreator, the resort skier.

19 My use of the Wasatch spreads across multiple
20 activities and through all four seasons. I come to
21 Wasatch to backpack, trail run, bike, climb, hunt and
22 ski, both at resorts and in the back country. The
23 gondola will only ever fully support one of these seven
24 activities.

25 Refactorability means that if you need to

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1 change how a task is performed, you can make those
2 changes with minimal effort. The gondola is not
3 leveraging the refactorability of our existing system.
4 We already have a road up the canyon. The work of
5 creating the ability to transport people is already done.
6 All we need to do is adjust how that system accomplishes
7 its task, not put time, money, and effort into building
8 an entirely separate inferior system.

9 So what solution is a hallmark of great
10 engineering? It is not your other alternative either.
11 We don't need to keep paving paradise by widening roads
12 and creating huge trail-end parking lots. We just need
13 to re-factor our transportation system away from
14 inefficient individual vehicles and towards bulk
15 transportation.

16 This can be done right now, quickly, and with
17 our existing roadways, by discouraging individual
18 transportation and incentivizing group transportation.
19 Don't allow any vehicles up the canyon during busy times,
20 and provide a well-run, comfortable bus system that
21 people want to use. Without the individual cars on the
22 road, there's not a need for paving a new lane up the
23 canyon.

24 Thank you.

25 TIMOTHY HALBECK: All right. First of all,

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1 thank you all for all the work you have been doing for
2 the past two to two and a half years. I have been going
3 to these meetings for a long time. To see as many
4 different presentations that you have, as much detail
5 involved in this, I really, really appreciate it, and all
6 the one-and-one conversations that we had earlier
7 tonight. I appreciate it as well.

8 Building on the previous comments, there is
9 one piece of information that at least four people have
10 mentioned so far that I didn't see as well. We do have
11 solutions, and we have capacity as related to those
12 solutions.

13 What I have not seen is exactly how many
14 parking spaces are there at each of the different
15 mountain resorts? What is the mountain capacity
16 currently for each of those resorts? And what causes are
17 expected to change over the next five years and over the
18 next ten years?

19 Because whatever solution we decide on,
20 whether it's the road or the gondola or anything, we need
21 that capacity planning, and the one question I couldn't
22 get a solid answer to from the different people I talked
23 to is: What are exactly those numbers? So if you don't
24 have all the numbers, you can't come up with a pretty
25 good solution in that respect.

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1 Let's see, my personal recommendation, I
2 would say, if we are going to do the widening of Wasatch
3 Road to four lanes or five lanes or whichever it is,
4 let's not make the same mistake we made on Highland. I
5 live off of Highland, right next to Creek Road.

6 And as Mr. Eric Crone has spoken earlier,
7 it's been pointed out many times, if you have a clear
8 line of sight and a very wide road, people are going to
9 exceed the speed limit. And the more distance vision you
10 have, the longer -- excuse me, the faster they tend to
11 go.

12 When things are gentle and winding, when your
13 vision is limited, whether it's because of the turning or
14 because you have center trees and that kind of thing, it
15 actually brings the speed down.

16 So I would hope that when we are doing the
17 expansion on Wasatch, we bear that in mind. There are a
18 couple of place where it's a drag strip, and when we
19 widen it to four lanes there, it's going to get worse.

20 So let's keep that in mind and figure out
21 what we can do to keep the vision a little bit limited to
22 try to keep those speeds down.

23 Let's see. Nope, that's it. Everyone has
24 covered everything else, so thank you.

25 BOB BONAR: Hello, my name is Bob Bonar, and

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1 I'm a long-term Cottonwood Heights resident. And I want
2 to start by thanking UDOT and, really, everyone here
3 tonight and everyone who has given input and feedback
4 into solving this longstanding transportation issue in
5 Little Cottonwood Canyon.

6 I see it that just that we are studying it
7 and talking about it is a huge win, so I'm very
8 appreciative. Thank you.

9 I worked in the canyon for 50 years. During
10 much of that time, I was directly involved in avalanche
11 control at the ski resorts and avalanche procedures on
12 State Highway 210 in Little Cottonwood Canyon. For
13 years, I was also a member of the Salt Lake County
14 Volunteer Fire Department at Snowbird, responding to
15 highway and other canyon emergency situations.

16 These jobs have given me a unique prospective
17 in dealing with the canyon road, which is often called
18 the most dangerous highway in North America. For
19 example, dealing with 1,500 hungry and tired skiers all
20 night due to the road closure, or what do you do with the
21 poor guy who is having a heart attack while the highway
22 is closed, and it is snowing too hard for a helicopter
23 evacuation. Several times we responded in the middle of
24 the night to a car accident or a slide on the highway,
25 with an increase in avalanche hazard, risking the life of

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1 everyone involved; very scary stuff, having done it a few
2 times myself.

3 Based on my experience, the gondola is the
4 only solution that solves these longstanding public
5 safety issues and improves access. The gondola provides
6 safe uphill and downhill transit during natural
7 disasters, such as fire, rock slides, or avalanches.

8 The gondola is much less intrusive than
9 adding a third lane to the highway. The gondola will not
10 close every time there is a car, truck, or bus slide off
11 the road or accident in the canyon. And the gondola
12 takes cars off the road and improves air and water
13 quality.

14 And lastly, the most important thing for this
15 old avalanche control worker is that the gondola provides
16 safe up and down transit during high avalanche hazard.
17 Adding the third lane allows more cars and buses on the
18 road, thereby greatly increasing the avalanche hazard
19 index on our already dangerous highway.

20 So running out of time. I greatly appreciate
21 the opportunity to go -- to give input here, and look
22 forward to someday seeing a nice improvement in
23 transportation in the canyon.

24 Thank you.

25 DANIEL KOVACH: Hi, my name is Dan Kovach,

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1 and I've lived in Cottonwood Heights for a number of
2 years, and including time in the early '80s, before the
3 city was incorporated. I was a season passholder at
4 Snowbird for a bunch of years, and a former employee,
5 lifetime skier.

6 I've seen a lot of changes in this valley,
7 and while I recognize some things are driven outside of
8 our control, I do believe that choices we make do matter.
9 As a resident in this area, I want to talk about what's
10 important to me, and I hope some of those priorities
11 match most of yours in some way.

12 I value, in reduced priority, clean air so I
13 can breathe, access to water so I can drink and maybe
14 water some plants, snow because I love the four seasons,
15 especially winter, and scenic beauty because it makes me
16 happy.

17 You will notice, I didn't say being able to
18 get to Snowbird in under an hour in the morning of a
19 powder day. I didn't because I can be patient and wait
20 my turn to get up there, and I know where to go later in
21 the afternoon to still get my freshies. And if I really
22 need to get up there on a Saturday powder morning when
23 the road is jammed, I know how to bide my time and get up
24 there eventually.

25 Even on the more miserable traffic days, it's

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1 still so much faster to get to Snowbird than to get to
2 major ski areas or major metropolitan areas in every
3 other part of this country. Think Denver, San Fran,
4 Seattle, New York City, Boston. What's the problem?

5 I do not want to give free handouts to those
6 businesses who would steal the scenic beauty of Little
7 Cottonwood Canyon to enrich their pockets. Those people
8 know how to get rich, lining their pockets, and then
9 taking their millions to other unspoiled areas; areas
10 that are unspoiled because they haven't had a chance to
11 ruin them yet. What does that say? You don't pour, you
12 eat.

13 So what would I love to see? I would love to
14 see UDOT and Salt Lake county and UTA develop some sort
15 of Zion Canyon style bus service model, employed in both
16 Little and Big Cottonwood Canyon. We've got that one
17 too. Let's get relatively continuous, nonpolluting bus
18 service.

19 Remember, we've got the extensibility and
20 we've also got future technology here. With increased
21 parking, going seven days a week, up and down the canyon,
22 365 days a year, along with tolls on both roads. Let's
23 give folks an option they can count on; convenient bus
24 service, not four runs up and four runs down every once
25 in a while.

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1 Let's turn folks' behavior around. Once we
2 can count on buses, we will use them more; not just to
3 canyons but everywhere. We will start enjoying, you
4 know, the benefits of public transportation: Clean air,
5 clean water, snow days again, you know, because we will
6 do something about global warming.

7 You know, and the buses won't make money
8 right away, but did Amazon make money right away? No.
9 Did Uber make money right away? No. But they will
10 eventually, and we will change, and then we can continue
11 living and enjoying this state.

12 Thank you.

13 ELLEN BURRELL: Hi, there. My name is Ellen
14 Burrell, and I live in Cottonwood Heights, and I'm here
15 to talk about transportation as it pertains to Wasatch
16 Boulevard expansion.

17 And I appreciate UDOT's focus on improving
18 the transportation and the mobility and reliability of
19 the 2.4 miles of Wasatch Boulevard SR-210 through
20 Cottonwood Heights. And I also feel that the focus on a
21 metric of level of service is happening at the expense of
22 the quality of life and the safety of a community that is
23 all residential through that area.

24 I have come to learn in the last few years
25 that this type of road widening is what is happening

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1 throughout the residential areas of Salt Lake County, and
2 so I want to go on record to state that I think that
3 there are other forms of moving commuters that will be
4 far more efficient and good for the environment,
5 especially in the time of drought.

6 We do not want to lay down more asphalt
7 unless it is absolutely necessary. So more asphalt and
8 more parking lots both induce demand, and induced demand
9 brings more VMT, vehicle miles traveled. The problem
10 that my organization, Save Not Pave, has with all three
11 of the main elements of the Little Cottonwood Canyon's
12 EIS -- the gondola, and the additional land in Little
13 Cottonwood Canyon, and also the widening of Wasatch
14 Boulevard from its existing state of two to three lanes
15 to a six or seven lane expansion -- because the shoulder
16 lanes are designated for use by express buses.

17 So anyone who thinks that a three lane in
18 balance sounds pretty benign, you need to look at the
19 Brass tacks. And that is that where it shows a bicycle
20 lane in the diagrams, that will be a shoulder utilized by
21 express buses. So on any given day, there could be three
22 private vehicular lanes of traffic running and two
23 express bus lanes.

24 Transit only works when drivers are
25 incentivized to use it, and the more we widen the road

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1 throughout Salt Lake County, the less incentive motorists
2 have. If they can drive everywhere they want to go and
3 get to the parking lot where everywhere they want to go,
4 they will not lower their vehicle miles traveled.

5 We need safe roads that incentivize
6 pedestrians through numerous crosswalks, buffered
7 crosswalks, and buffered bike lanes. And until people
8 can ride transit and active transportation to run
9 errands, they are not going to do it.

10 Thank you.

11 RANDY LONG: Yes, I am Randy Long. I'm
12 another long-time resident of Cottonwood Heights, since
13 '59, and I'm a former skier myself and -- (inaudible.)
14 And if I know the problems of Little Cottonwood Canyon,
15 some of them, and Big Cottonwood too, both canyons need
16 more slow lanes back on the uphill side. That's all they
17 need, more slow lanes and more guardrails.

18 Other than that, Wasatch Boulevard needs to
19 put foot bridges or tunnels under it. Draper City has
20 several tunnels under their major roads, and they work
21 perfect. I mean, foot tunnels work. All the others just
22 are culverts, so therefore, they can't cost too much.

23 So we need that consideration. That is all.
24 I'm an avid hiker and camper myself and have been for a
25 long time. I have been a long-time member of Wasatch

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1 Mountain Club and several other wilderness organizations,
2 as my badge implies here.

3 So, again, we need to -- we need to consider
4 that. Wildlife is another problem that has not been
5 addressed tonight, not very much anyway. If we
6 would -- if we do widen Wasatch Boulevard, wildlife will
7 go poof. It will go right out of there. The whole area
8 is critical deer habitat, during the winter months,
9 especially, and for other animals as well.

10 I have seen squirrels, chipmunks, snakes
11 even, a number of them. So, again, we need to consider
12 that, vacate.

13 LESLIE KOVACH: Good evening, my name's
14 Leslie Kovach. I've lived in Cottonwood Heights for 36
15 years. I am here to talk about 592 million of Utah state
16 taxpayer money that is going to support three businesses.
17 Those would be Alta, Snowbird and CW Properties.

18 This is direct funding of their business
19 models to improve their operations, their profits. And
20 why are we as taxpayers funding the shiny object called
21 the gondola? It is disguised as an environmental
22 solution.

23 What concerns me as a resident of Cottonwood
24 Heights and a season passholder of Snowbird, is the
25 amount of traffic that will be directed to Wasatch

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1 Boulevard to support the profit of these businesses.

2 In the time that I have lived in my -- in the
3 time that I lived in my home on Wasatch Boulevard, I have
4 watched our homeowners live through ski traffic that has
5 become unruly and rude to the homeowners in the area.
6 Speeds continue to increase on Wasatch Boulevard,
7 endangering bicyclists and pedestrians alike.

8 In fact, Wasatch Boulevard has become a
9 division of the residents on the east side of Wasatch
10 from the larger Cottonwood community. UDOT's proposed
11 expansion of Wasatch Boulevard to either the three lane
12 imbalance or the five lane preferred, will increase
13 traffic volume and speed and further isolate my
14 community.

15 I would suggest that in more of a recreation
16 asset, that UDOT use the \$51 million cited in any of the
17 alternatives to redesign Wasatch, to make it useful for
18 the people who live there, and make it remain beautiful
19 road -- a beautiful road to our recreational areas.

20 I do not want the proposed high-speed freeway
21 from Alta to Snowbird, which only benefits tourists and
22 not for residents.

23 I'm concerned, in addition, that the cities
24 of Granite, Sandy and Draper seem to have let Cottonwood
25 Heights shoulder the burden of the redesign of Wasatch.

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1 Currently, the expansion to the -- (inaudible) -- and
2 94th could expand further south, allowing more
3 developments, like the proposed Ivory Homes near
4 Pepperwood.

5 Many of the developments will be allowed
6 where there is no transportation currently, except the
7 use of private vehicles, which encourage wider roads and
8 higher speeds.

9 I ask UDOT to consider other alternatives,
10 other than expansions, which can be better used for more
11 transit to the people who live on the east side of Salt
12 Lake Valley, to move easily and efficiently to the
13 university areas.

14 Look at ways toward the people who live along
15 Wasatch, reduced traffic noise, increase accessibility to
16 our city and community. If nothing else, reduce the
17 speed on Wasatch to 35, as it is on the south side of
18 Little Cottonwood Canyon.

19 So in closing, please, stand up for the
20 citizens who live here. Thank you.

21 ROBERT JACOBS: My name is Robert Jacobs.
22 I'm am a citizen of Cottonwood Heights. I just wanted to
23 say that I have been to several of these public comment
24 hearings about this particular project. The first one we
25 were told this process was to be a new way of developing

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1 a project. The community mainly affected by the project
2 was to be involved in the process from the start.
3 We were offered the possibility of things
4 like beautifully landscaped roadside area, containing
5 things like walking paths, off-road bike paths, lower
6 speeds.
7 What's the rush to travel our two little mile
8 stretch of road? It's 60 seconds, the difference between
9 35 and 50 miles an hour. I spend way longer than that
10 just to get out onto Wasatch Boulevard. Cottonwood
11 Heights residents overwhelmingly rejected more lanes for
12 Wasatch Boulevard. We want to see it more like the
13 southern part of Wasatch Boulevard, south of 9400 South.
14 In my opinion, the gondola is the most
15 egregious solution possible. It results in more
16 vehicular traffic to our community, fewer parking spaces
17 at the transportation hubs, which are designed to handle
18 the increased traffic, and 1,500 new stalls in the middle
19 of our community, with limited access and no planning to
20 handle the increased traffic.
21 I see no plans to encourage the use of a
22 gondola. According to your statistics, 2 percent of the
23 people currently use the bus. What is being done to
24 incentivize the gondola? Anything that would cause
25 people to use the gondola would more easily allow them to

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1 utilize buses.
2 I would suggest a more phased approach to
3 this whole development, starting out by a toll at the
4 canyons to improve bus service, including reduced fair
5 subsidized by the tolls, at very little cost to the
6 taxpayer, and see how that works before we try to decide
7 whether we need a gondola or additional lanes.
8 The real problem we're trying to address is
9 the slopes are already overcrowded and less enjoyable.
10 These solutions do not to alleviate this real issue. It
11 can only be addressed by limiting the total skiers
12 allowed on the slopes, and not providing ways to
13 exacerbate the real problem, making it possible for even
14 more skiers to reach the slopes.
15 Take a hint from the National Park Service,
16 and see how they attempt to deal with overcrowded
17 national parks. Thank you.
18 DALE DRAPER: Thank you. Dale Draper.
19 When I was 10 years old, my family built a
20 cabin up at Alta. And because of that, over the ensuing
21 decades, I have gone up and down that canyon thousands of
22 times. And I have a couple observations on the road.
23 First I would say, the existing road works
24 probably 99 percent of the time. It works in the spring,
25 the fall. It works in the summer, even at the worst of

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1 Oktoberfest, or the height of Oktoberfest. There's
2 really only about 40 days a year it doesn't work, and
3 that is when it is powder or a beautiful holiday and a
4 lot of people are trying to get up at once.

5 Some people said that was 20 days. I don't
6 know what the real number is. But the funny thing is,
7 that even though on those days, even when it takes 45
8 minutes to get from 7-Eleven to the mouth of the canyon,
9 once you're in the canyon, the traffic starts to flow.
10 It may take about a mile up the canyon, but at that
11 point, the traffic starts to flow.

12 So I think you do not need to add another bus
13 lane in that canyon to get -- if you go to the bus route,
14 to make it work. You'll have -- with tolling, you'll
15 have reduced cars, and the buses can get there faster.

16 Now, that is not the case with Wasatch
17 Boulevard. Wasatch Boulevard is a terrible bottleneck,
18 and I don't know how you do it. You need to get some way
19 for those buses to pass the cars on Wasatch Boulevard. I
20 heard someone say that you can ride on the shoulder. I
21 don't know if that is true, but if that's not true, it's
22 absolutely crazy to think you need a dedicated bus lane
23 in the canyon but not on Wasatch Boulevard.

24 So something needs to be done there. It
25 could be lights that, you know, limit one lane to buses

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1 only on those certain days or whatever, but that problem
2 has to be solved. So people will ride buses if they are
3 efficient and reliable.

4 And I have taken the bus myself many times to
5 Solitude. I love the fact that it takes me right to the
6 bottom of the ski lift. I don't have to pay for parking.
7 I don't have to park on the road and walk a mile to get
8 there.

9 I think buses can work. I think it's a
10 solution that would solve a problem here, but I think
11 it's also not necessary to have an additional lane in
12 Little Cottonwood Canyon to have the bus solution work.

13 Thank you.

14 EMILY: Thank you. I don't think people
15 realize how sacred the Cottonwoods are to Salt Lake
16 residents and recreationists.

17 And to quote from a study of Big, Little and
18 Millcreek Canyon that UDOT actually cited in their EIS,
19 referring to Big and Little Cottonwood Canyon, "These
20 canyons are cherished and many feel a deep, soulful
21 connection to these places. It is also clear that many
22 of visitors do not realize the rich social history and
23 the importance of these canyons as watersheds for the
24 valley below."

25 We should start with the solution that can be

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1 expanded upon, that impacts the environment and beauty of
2 the canyon the least, and that decreases the traffic
3 problems in the canyons. People have already talked
4 about implementing a toll, as well as increasing the
5 buses. And I too support that, not that it really
6 matters.

7 The gondola and five-lane highway will be
8 present in the canyon during the non-winter months, and
9 we will regret this forever. Nobody would be suggesting
10 to put a gondola or highway through Zion National Park,
11 yet here we are proposing to do the same in what I might
12 argue is just as beautiful of a place.

13 They have the solution in Zion, and I'm
14 standing here wondering why we are reinventing the wheel.
15 Earlier, I talked to my legislator. I talked to my
16 legislator, and he told me I was the only person in his
17 district to reach out to him and tell him that I
18 supported an alternative to the alternatives.

19 So I beg people here who care about Little
20 Cottonwood, to reach out to their representatives and
21 communicate what we want to see, if anything.

22 And, finally, this is not our land to
23 destroy, it is not UDOT's land to destroy, but it is our
24 responsibility to preserve this canyon. Thank you.

25 JORDAN TENNEY: Hi, my name is Jordan Tenney.

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1 I'm a long-time Cottonwood Heights resident. I live in
2 Golden Hills Subdivision. And my main purpose is to
3 address the gondola.

4 My understanding is all of this -- purpose is
5 to solve the traffic problems, but the gondola will not
6 solve that problem. It will also permanently alter and
7 damage the environmental and aesthetic quality of the
8 canyon forever. Finally, it will alter and negatively
9 affect the mouth of the canyon.

10 So first of all, the gondola does not
11 actually solve traffic, it only shifts it and may
12 actually increase it. The gondola is not capable of
13 handling all of the demand. Additionally, there will
14 still be congestion at the base station, while entering
15 and exiting, and backing up on to the roads and near the
16 neighborhoods. Many people will still be tied to their
17 cars, anyway.

18 And, finally, a clear argument can be made
19 that traffic will not be reduced at all. If you build
20 it, they will come. With population growth, the same
21 amount of cars will try to enter the canyon and use the
22 gondola. Higher demand will be induced. The traffic
23 problem will not be solved. That is the purpose here.

24 Additionally, this will all come into the
25 cost of environmental and aesthetic degradation without

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1 solving traffic, from the bottom to the top of the
2 canyon. It will be blemished and diminished. It is a
3 geological wonder. It should not be ruined in that
4 manner.

5 It will also affect the open space and visual
6 aspect of the canyon. That's undeniable. Additionally,
7 it will affect people's homes and neighborhoods near the
8 bay station. And as far as we know, there may not even
9 be a lot of snow in the future, anyway.

10 And, finally, the mouth of the canyon,
11 recently Cottonwood Heights and others, protected the 26
12 acres of open space. The bay station will be directly
13 across the street from that. It will disrupt the views
14 that were meant to be protected there. There will be new
15 commercialism in the area, and this is a great cost to
16 the canyon, which we all hope to protect.

17 I do not believe the gondola is a good
18 solution. I actually think it's a terrible solution.
19 And that's pretty much it. So thank you.

20 MICHAEL FINNERTY: My name is Michael
21 Finnerty. I live adjacent to the Park & Ride on 9400
22 South and 20th East. I'm a lifetime resident of Utah. I
23 lived in Sandy for 35 years now, and I have lived
24 adjacent to that Park & Ride for 20 years.

25 And I'm here to tell you that given the

1 current proposal for -- what you're proposing for that
2 mobility hub is not feasibility, and I'm going to tell
3 you why. First of all, you're looking to put a parking
4 garage in there or a parking plaza three stories high.
5 That would become the tallest structure in that area,
6 including the commercial and retail areas.

7 It becomes -- that becomes the new landmark
8 in that area. And I will bet there's nobody in here that
9 wants to say, "Hey, if you need to find my house, you
10 just go to that parking plaza and hang a left." I don't
11 think anybody wants that. I don't want that.

12 The other issue is this: The way that you
13 currently have it proposed, you're going to have the
14 buses routing from Highland Drive up 95-10 and then into
15 that parking. And first of all, 95-10 is nothing more
16 than just a little residential street. It does not -- it
17 is not sustainable to be running these buses up and down
18 that at the volume that you want to run it every five
19 minutes.

20 If you -- even if you put 1,000 parking
21 spaces in that parking accommodation area with the plaza,
22 you run the risk of filling up that parking lot, just
23 like it happens on many community events that we have in
24 the area -- and what happens is that everybody starts
25 parking on the interior street in the residential areas,

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1 and it becomes impassable.

2 The other issue you have is that you're
3 recommending to put six buses staged within feet of the
4 homes that are right there, that are adjacent to that
5 parking garage or that parking lot. The fumes from the
6 diesel and the noise will be insurmountable. I mean, it
7 will be unsustainable.

8 So what I'm asking is first of all,
9 reconsider what you're doing here with that parking lot.
10 What you have proposed it is not going to work, because
11 then in addition to that, as the buses are leaving and
12 going north to 9400, then up the canyon, what happens is
13 that becomes a thoroughfare for the buses instead of a
14 parking lot.

15 So I'm asking you to please reconsider that
16 as a mobility hub. Thank you.

17 JOHN BAKER: I didn't think there was any way
18 I would be speaking tonight, so I don't have my comments
19 prepared.

20 I'm a landowner in Granite Oaks, which is
21 right adjacent to the proposed bay station of the
22 gondola. I'm a large landowner there. In the process of
23 selling land, some of my land.

24 Anyway, while the proposed gondola might
25 negatively impact, or the bay station's tall parking

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1 structure might negatively impact my land, I think -- I'm
2 an engineer looking at the canyon. Putting in a highway,
3 you're doubling the lanes up the canyon. Does not make a
4 lot of sense to me.

5 I have traveled the world. I have driven
6 through many, many snow sheds and they are ugly. I have
7 driven through the Andes, from Chili over to Argentina
8 and snow sheds, they dissolve -- the concrete dissolves.
9 It leaks. It's difficult to maintain -- do the snow
10 maintenance inside and maintain the lanes.

11 And I think that would be a permanent scar on
12 the canyon. Without the snow sheds, doubling the traffic
13 lanes makes no sense because of the avalanche exposure.
14 So if you're going to do that, you need the snow sheds,
15 and it's an ugly scar.

16 I'm not qualified to say about capacities,
17 and, you know, are we solving a one-month issue
18 by -- with a 12-month solution? But looking at the
19 alternatives, I know a lot of people are passionate here
20 about "give buses a try."

21 I think we have been doing that. Maybe it
22 hasn't been done well. But it feels to me like a
23 head-in-the-sand type wishful thinking as opposed to a
24 permanent solution. The gondola makes sense to me. I
25 don't see it scarring or marring the canyon. I think it

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1 preserves the maximum amount of beauty given the options.
2 And, finally, it's out of the scope of what
3 you're looking at, but I'd encourage to look at trying to
4 solve some of the residents' concerns about widening
5 Wasatch by looking at opportunities to extend the gondola
6 further down into the valley. Maybe to Big Cottonwood
7 Canyon or something where the amount of traffic flow
8 could be handle well, and instead of needing to broaden
9 Wasatch, etc., you take it down further as a second
10 solution
11 Those are my thoughts. Thank you for your
12 time.
13 NANCY BOCOLI: It's Nancy Bocoli, rhymes with
14 broccoli, no R. I live in Sandy, 84093.
15 Every alternative presented includes
16 additional parking in the valley, snow sheds on the road,
17 and more buses. Every alternative requires big changes
18 in the canyon and widening Wasatch Boulevard. But none
19 of the alternatives solves the problems of too many cars
20 in the canyon.
21 I use the canyon summer and winter, and it's
22 not just the backed-up traffic in the winter. It's the
23 parking lots, up and down both Big and Little Cottonwood
24 Canyon, that are completely full on any summer Saturday
25 and Sunday and often in the week.

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1 There is a better alternative. All buses, no
2 cars. If you take the cars out of the equation, you
3 don't need to widen Wasatch. You don't need additional
4 parking lots. You free up the parking lots that Alta and
5 Snowbird pay a lot of money to maintain. They can do
6 something else with them.
7 How do you take the cars out of the canyon?
8 Simple. They do it in Zion. You have a shuttle system.
9 You don't allow private cars.
10 Now, obviously, there have to be exceptions.
11 Homeowners in the canyon can apply for permits, just like
12 they get dog permits now. Every ski area should have a
13 limited number of permits it can give out to key
14 employees.
15 Canyon transport should still be able to
16 drive their vans up there. We don't want people with a
17 lot of luggage on the buses. And, obviously, emergency
18 vehicles should have full access.
19 The benefits of an all-bus option over any of
20 the proposed options are huge. It's about half the cost
21 of the enhanced bus system with the widened road, because
22 you don't need to widen the roads. You don't need to
23 improve the parking lots at the -- in canyon uses. It
24 would allow -- you would have a bus to Alta, you'd have a
25 bus to Snowbird, and then you would have a local bus that

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1 stopped at all the places in the canyon where people
2 recreate. And there are many, and those people are
3 ignored by your plan.

4 It would also be better than the other
5 alternatives because buses, as somebody else mentioned,
6 can always be updated. Technology improves. Easy to
7 improve that technology.

8 So I suggest that you look at an all bus
9 option. Ban private cars with a few permitted
10 exceptions. And I'm sorry for the people that don't want
11 the garages in their backyards, but they have to be
12 somewhere in the valley if we are going to take the cars
13 out of the canyon. Because as people have noted, we are
14 not going to put less people in the canyon. But buses
15 also allow us to control the number of people because
16 there won't be that private car option.

17 Thank you.

18 STEVE GLAZER: So my name is Steve Glazer,
19 and I live in Holladay. And one of the things I
20 absolutely love about this area is the balance that we
21 have between the ability to ski at the resort or
22 recreation areas and the ability to get in the wilderness
23 and get in the back country.

24 And my concern with the gondola solution is
25 that it degrades one of the -- specifically the human

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1 power of recreation, and -- as we try to solve the
2 transportation issues. And I think that the EIS is very
3 deficient in how it evaluates the impacts on non-resort
4 skiers.

5 I could find one sentence where it says,
6 "However, some recreation users may see the gondola as a
7 negative visual impact, reducing the quality of the
8 recreation experience."

9 That's not an adequate summary. How many
10 people would say, "You know, I really don't want to hike
11 in Little Cottonwood Canyon anymore because I don't want
12 to see the flashing lights on the gondola towers"?

13 And the EIS also does not address whether the
14 gondola cars would have to have those flashing lights on
15 them as well, because they will be above the 200 foot
16 level for -- the FAA requires the lighting system.

17 Also the analysis of the view impacts is very
18 limited. None of the key observation points are on the
19 north side of Little Cottonwood Canyon. None of the key
20 observation points are along the ridge between Big and
21 Little Cottonwood Canyons. There's no analysis of visual
22 impacts of people in wilderness areas.

23 I know that the EIS says that, you know,
24 there's an exemption. You can't say, you know, limited
25 development outside of the wilderness system because it

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1 would impact the wilderness. But at the same time, we
2 are looking at the visual impacts by everybody who's not
3 in the wilderness system right now. We are looking at
4 them if you're on the road of Little Cottonwood Canyon,
5 if you live in Cottonwood Heights, if you are anywhere
6 else. And so therefore, we ought to also evaluate the
7 visual impacts on people in the wilderness system as
8 well.

9 And so let's see what a comprehensive
10 evaluation would be. You know, would all of a sudden
11 there be these overwhelming hikers at the S-curve even
12 more because they are leaving Little Cottonwood Canyon?
13 I don't know. But that needs to be considered.

14 Thank you.

15 JOSHUA WISE: Hi, Joshua Wise. Thank you for
16 all the effort that went into these proposals.

17 I live in Sandy, 94th and Highland, just like
18 the gentleman who spoke a few minutes ago, in the
19 neighborhood tucked in directly behind the Park & Ride.
20 And I won't go through all the argument he made. He
21 articulated them very well.

22 What we got on the table that I see are two
23 proposals that are high dollar, high impact, regardless
24 of which community you live in. And really disappointed
25 that we are not seeing any proposals that are low dollar,

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1 low impact.

2 We have resources available right now, and I
3 can tell you that the gentleman before -- who spoke
4 before, is correct. A garage at 94th and Highland will
5 ruin our community, our entire neighborhood. It will
6 completely devalue where we live, not only financially
7 but from an aesthetic standpoint.

8 I don't see any plans for how to deal with
9 any of the traffic related to any of that. And so I
10 think that's a huge concern. It really bothers me that
11 I'm not seeing any suggestions when we've got a Shopko
12 and a Fresh Market that are completely empty. There are
13 never cars at those, ever.

14 So there are resources available to us now.
15 There are buses available to us now. It would be really
16 nice to see some proposals that are incremental so that
17 we can learn what impacts really are. We could use these
18 parking lots. We could add on buses. We could get
19 data-driven decisions on how the solutions would work.

20 I would also be interested to hear about a
21 compensatory proposal. If you're going to devalue and
22 ruin my community, I would like to know what you can do
23 to compensate us. I find it very frustrating that
24 there's nothing related to that, related in any of this.

25 We're talking about half a billion dollars.

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1 I cannot get my head around that. And as far as the
2 usage numbers that are concerned, to me, it seems like,
3 you know, 15 to 30 days a year where it's really a
4 problem. I know some people suggested other numbers. I
5 don't have an accurate number on that.

6 But half a billion dollars to deal with an
7 intermittent issue seems like there's a lot left on the
8 table that hasn't been explored yet. And I would really
9 like to see a little bit more about what low dollar, low
10 impact solutions could be proposed.

11 Thanks very much.

12 SCOTT STODDARD: Hello, I'm Scott Stoddard,
13 and I'm a video game designer from Murray, Utah.

14 I love Little Cottonwood Canyon. Over the
15 past year, I have gone there almost every day, through
16 all four seasons; somewhere between 2- and 300 times, I
17 would guess.

18 It's hard to put into words the powerful
19 feelings when entering the canyon. As the cliffs cascade
20 into view, it washes over you and it never gets old. Of
21 those hundreds of times that I've entered the canyon over
22 the past year, I have encountered traffic problems
23 exactly zero times.

24 To be fair, I tend to avoid heavy snow days
25 because it interferes with my primary use of the canyon,

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1 which is hiking and bouldering. I also tend to go in the
2 afternoon during the colder winter months. This leaves
3 me with the impression that the traffic problems being
4 discussed overwhelmingly affects one kind of canyon user,
5 skiers; and even those, at relatively limited times
6 during the year.

7 As a game designer, I recognize that every
8 project needs designed pillars that govern decisions. I
9 appreciate the goal of consistent travel times to the
10 resorts, but what about travel times to our beloved and
11 historic boulder areas? What about travel times to the
12 beautiful open views of the canyon?

13 Those things will be gone. The travel time
14 will be infinite. And it's hard to look at these plans
15 that would destroy those things in order to make travel
16 time to a ski resort a couple times of year a few minutes
17 faster. It seems like a bad tradeoff.

18 I would like to see UDOT create and publish
19 renderings that accurately portray the gondola system,
20 from popular scenic viewpoint and bouldering areas in the
21 canyon, so that the public could see what it would do.

22 I really liked, when I listened to the
23 podcast, the tolling system. I think it's really good.
24 It's cheap. You can put it in quickly. It's changeable.
25 You can iterate -- you can learn a lot from it. You can

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1 do that next year. I don't know how long it takes to
2 creates, but a lot faster than putting in these other
3 systems.

4 And I mean, try 20 bucks, try 30 bucks, try
5 200 bucks, one day will be really uncomfortable but a lot
6 less uncomfortable than a permanent gondola system that
7 costs half a billion dollars.

8 Let's learn from that quickly with better
9 bussing, and get real proof that these things will
10 actually solve the problem and not just go off of these
11 designs and do these crazy things without more
12 information. Thank you.

13 (The meeting was concluded at 8:30 P.M.)
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1 REPORTER'S CERTIFICATE
2

3 State of Utah)
4 County of Salt Lake)
5

6 I hereby certify that said meeting was
7 taken at the time and place herein named;

8 That the testimony of said witnesses
9 were reported by me in stenotype and thereafter
10 transcribed into typewritten form.

11 I further certify that I am not of kin
12 or otherwise associated with any of the parties of said
13 cause of action and that I am not interested in the
14 events thereof.

15 IN WITNESS WHEREOF, I set my hand this
16 30th day of July, 2021.
17

18 
19

20 Kellie Peterson, RPR
21
22
23
24
25

COTTONWOOD CANYON ENVIRONMENTAL IMPACT

PUBLIC HEARING COMMENTS

July 13, 2021



333 South Rio Grande
Salt Lake City, Utah 84101
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Toll Free 800-337-6629
Phone 801-328-1188
Fax 801-328-1189

July 13, 2021

1

LITTLE COTTONWOOD CANYON
ENVIRONMENTAL IMPACT STATEMENT
S.R. 210 | WASATCH BOULEVARD TO ALTA

- o O o -

PUBLIC HEARING COMMENTS

July 13, 2021

4:30 p.m. to 8:30 p.m.

Butler Middle School
7530 South 2700 East
Cottonwood Heights, Utah

* * *

Reported by Letitia L. Meredith
Registered Professional Reporter
Certified Shorthand Reporter CA

COPY

Letitia L. Meredith, RPR
DepoMaxMerit Litigation Services

I N D E X

NAME

Thom Gallie, page 3

Rob Kertesz, page 4

Melanie Snyder, page 5

Joyce Walker, page 5

Michael Martin, page 7

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Chapter 32

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P U B L I C C O M M E N T S

TOM GALLIE: Tom Gallie, 7058 South

First comment, make upper S.R. 210 an
automated toll road during ski season. Neither the
bus proposal nor the gondola proposal will be
successful unless either of these public
transportation options is made more attractive than
private transportation.

Any public transportation option will be
underutilized because users will continue to drive
their cars up the canyon no matter what the parking
situation unless UTA creates resistance to this
behavior. Make private transportation less
attractive by putting a significant price on winter
access.

The EIS mentions that tolls are under
study. Make automated tolls a pillar of the proposal
so that whatever plan is selected can produce the
desired result. Place the automated toll above
White Pine Trail Head parking lot so that low impact
rock and ice climbers, south side, back country
skiers are not impacted.

Point number two, chose electricity,
parentheses, the gondola, rather than fossil fuels,

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1 parentheses, buses. We are nearing a climate
2 emergency, and time for action is running out. We
3 must not select a 20th century solution to a 21st
4 century problem.
5 The EIS states that the price of both
6 systems is roughly equivalent over 30 years, so there
7 is no built-in green premium to selecting the
8 gondola. Rocky Mountain Power is moving, albeit
9 slowly, towards a green grid, eventually making the
10 gondola carbon free.
11 However, for a minor premium, UTA can
12 purchase renewable energy offsets from Rocky Mountain
13 Power today, making the gondola carbon free from day
14 one, thomgallie@gmail.com.
15 * * * *
16 ROB KERTESZ: Rob Kertesz, K-e-r-t-e-s-z,
17 and my comment is, in this process, the public is not
18 going to be able to review the written comments that
19 have been submitted until after the public comment
20 period is completed, and I don't think that's right.
21 I think that needs to be revisited; and that those
22 comments -- in live time, not summarized -- should be
23 available for the public to see, part of the public
24 record.
25 * * * *

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1 MELONIE SYNDER: Melonie Snyder, I just
2 want to say I'm against widening Wasatch Boulevard.
3 I don't think that's any solution to bring more cars
4 into the area. They need to work with what they've
5 got. Building a tram is an interesting idea, but I
6 think maybe we should start by just requiring
7 everyone to take the bus, you know, then you're not
8 going to build -- I don't know how many billions of
9 dollars the thing is going to cost. But let's do
10 that first. Let's start with the minimum. Just cut
11 off the road cars and require everyone to take the
12 bus -- simple. That's my thoughts. Probably
13 unrealistic but --
14 * * * *
15 JOYCE WALKER: I'm Joyce Walker. I reside
16 at 2486 East Sego Lily Drive. I've lived there for
17 27 years, have been very active in my community. I
18 am a member of the Dimple Dell Preservation
19 Community, the Dimple Dell Regional Park is my
20 backyard.
21 So the outdoors and the impact and
22 enjoyment of our canyons are very high on my priority
23 list. I am a user of the outdoor spaces around me.
24 Looking at the options and having done reading and
25 studying for probably five or six months, I would

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COTTONWOOD CANYON ENVIRONMENTAL IMPACT
Public Hearing Comments

6

1 like to see the gondola system go into place. I
2 think that, environmentally, the gondola has the
3 least environmental impact on the canyon.
4 I see some advantages to the gondola in the
5 fact that it probably could operate at times when the
6 road might be closed due to heavy snowfall. I
7 suspect it would make transportation of the employees
8 to the ski resorts more viable. Their cars will be
9 taken out of the impact picture for parking.
10 I would think that supplies, food, et
11 cetera, could go up and down the canyon even in
12 conditions when the road might be blocked. I also
13 think it might have advantage for emergency
14 situations. If there was a seriously injured skier
15 and the canyon was congested, I believe it would
16 probably be a more efficient method to transport
17 people down.
18 And I especially like the idea that, if the
19 gondola system is put into place, that the ski resort
20 owners have committed to take a lot of their acreage
21 that's already approved for development and put it
22 into a protected -- what's the word? --
23 environmentally protected, non- -- a preservation
24 easement. So those are the advantages I see there.
25

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COTTONWOOD CANYON ENVIRONMENTAL IMPACT
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1 I don't like the cog rail concept because I
2 think it would involve a great deal of excavation and
3 change to the canyon walls, and the overpass concept
4 is really unsightly. I don't object to the snow
5 sheds in the fact that they offer safety, but I don't
6 like the idea that snow sheds would be blocking so
7 much of the beautiful visual as people are driving up
8 and down the canyon.
9 And I think the buses are very inefficient
10 with the amount of smog and pollution that they put
11 out going up and down the canyon. And personally,
12 having been a skier for many years and going up in
13 the safety of my four-wheel drive vehicles, I really
14 don't know that I want to be on a great big bus that
15 would have the ability to slide off the canyon road
16 into the river.
17 * * * *
18 MICHAEL MARTIN: Michael Martin. I have
19 two concerns, one, in talking to our neighbors, this
20 is pretty much already a done deal. He said that the
21 environmental impact statement says no more public
22 comments are allowed -- or to be taken unless they're
23 environmental. That's what he said UDOT environment
24 statement says, so that was one concern.
25 And number two was, again, in talking to

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COTTONWOOD CANYON ENVIRONMENTAL IMPACT
Public Hearing Comments

8

1 our neighbors -- we're trying to get information
2 squared away -- that this issue of widening Wasatch
3 was being bundled with the issue of access to the
4 Snowbird and Alta and it was going to be bundled as
5 one issue to get the Wasatch through and not kept a
6 separate issue, and that was a concern for us too.

7 * * * *

8 (End of public comments, 8:30 p.m.)
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July 13, 2021

COTTONWOOD CANYON ENVIRONMENTAL IMPACT
Public Hearing Comments

9

C E R T I F I C A T E


1
2 STATE OF UTAH)
3 COUNTY OF UTAH)

4 THIS IS TO CERTIFY that the foregoing public
5 comments were taken before me, Letitia L. Meredith,
6 Registered Professional Reporter and Notary Public in
7 and for the State of Utah and State of California.

8 That the public comments were reported by me
9 in Stenotype, and thereafter transcribed by computer
10 under my supervision, and that a full, true, and
11 correct transcription is set forth in the foregoing
12 pages.

13 I further certify that I am not of kin or
14 otherwise associated with any of the parties to
15 said cause of action, and that I am not interested
16 in the event thereof's.

17 WITNESS MY HAND and official seal at
18 Spanish Fork, Utah, this 27th day of July, 2021.

19 
20 Letitia L. Meredith, CSR, RPR
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Letitia L. Meredith, RPR
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LITTLE COTTONWOOD CANYON EIS

DRAFT EIS PUBLIC HEARING

July 20, 2021

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Comment 1

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13389

Draft EIS Public Hearing
July 20, 2021

Little Cottonwood Canyon
Environmental Impact Statement
S.R. 210/Wasatch Boulevard to Alta

Draft EIS Public Hearing

Taken on Tuesday, July 20, 2021
at 6:00 P.M.

Taken through Zoom

Reported by: Kellie Peterson, RPR, CSR

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Draft EIS Public Hearing
July 20, 2021

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July 20, 2021

6:30 P.M.

P R O C E E D I N G S

CHRISTOPHER ROBINSON: Thank you. I'm Chris Robinson. I'm here as the chair of the Central Wasatch Commission, and with me is executive director Ralph Becker. We represent seven towns and cities in and around the central Wasatch, as well as two counties; Summit and Salt Lake, and UTA as an ex officio member.

We have spent the last couple of years working hard to try to analyze a mountain transportation system for the central Wasatch and have been unable to come up with consensus on a mode. But on the 7th of June, we arrived at consensus on a -- what we call a pillars document.

And the pillars consist of six points: Visitor use capacity; watershed protection; traffic demand management, parking, and bus or other transit strategies; integration into the broader regional transportation network; year round transit service; and long-term protection of critical areas through federal legislation. And these pillars can be found at cwc.utah.gov under transportation on our website.

I wanted to briefly discuss those. The first one on visitor use, the concern is a risk of overuse, that some of these modes could result in a lot more

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Comment 1 (continued)

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Page 3

1 people visiting the canyon, which would have negative
2 environmental safety, water resource and visitor use
3 consequences. And so whichever mode it should -- is
4 chosen, we think that an appropriate visitor use strategy
5 should be included in the management plans.

6 The next one is watershed protection. We
7 know that 450,000 Salt Lake County and other residents
8 depend on this for water and watershed. And it's
9 probably, among our members, the single most important
10 one, and strategy should be used to mitigate and minimize
11 impact on that.

12 The traffic demand management and parking of
13 bus and other transit strategy, what we mean by that is
14 both the roadways leading to the canyons, as well as the
15 canyons themselves, should have strategies employed using
16 bus and parking and transit to provide also access to
17 dispersed locations.

18 I'm moving fast because I can see the
19 clicker.

20 Integration into the broader regional
21 transportation network: It's one thing to just look at
22 the roadways -- the Little Cottonwood Canyon and from the
23 gravel pit and the mouth of Big, but we think attention
24 to the valley-wise transit should be important.

25 And under year round transit service, what we

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1 mean by that is basically that there should be transit
2 service to other areas in the -- within the canyon.

3 And, finally, perhaps most importantly, we
4 think that coupled with the transit chosen or the mode
5 chosen, there should be federal protections, like the
6 Central Wasatch National Conservation and Recreation Area
7 Act to provide appropriate land protections and natural
8 resource protections.

9 So, Josh, I see my time is up. You have
10 heard all of this before. You can get the full text of
11 our pillars, and unfortunately, we weren't able to come
12 to a census on a mode, but we are going to continue, as a
13 commission, to study what happens and to try to seek
14 consensus.

15 Our members may have differing opinions on
16 modes and things, but this is as far as we can go.

17 And I'm sorry that I didn't have any time for
18 Ralph. That was a quick three minutes, unless Ralph has
19 a parting comment.

20 SUSIE ALBERTSON: I've been working on the
21 traffic congestion for -- I think it's been seven, eight
22 years now. And I live right on 210 in Little Cottonwood
23 Canyon, so I'm aware daily of what the problems are.

24 And I -- first when analyzing, I started
25 speaking to the police officers, and they said that the

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Comment 2 (continued)

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1 problem is most of the ski resort employees are driving
2 by themselves in their car. So for years and years, I
3 kept recommending that the ski resorts get their people
4 in buses or at least carpooling.

5 Since they have done that, the traffic
6 problems up this canyon have now -- have been reduced to
7 only ten -- ten days a year for a few hours. It used to
8 be 20 days a year for a few hours. So cut it in half
9 just by -- just by them starting to carpool.

10 If most of those employees were on buses, we
11 wouldn't need to be destroying the canyon with a
12 four-lane highway. I mean, that's outrageous. And we
13 all know that once we start expanding roads, that never
14 ends.

15 And I'm not thrilled with the gondola either,
16 but out of the two, it's better than the road expansion
17 of a highway. And it's interesting that it's just
18 referred to with these benign -- you know, it's a buffer
19 lane or something, instead of what it is. It's a
20 four-lane highway.

21 I think the tolling, the snow sheds, and if
22 most of the ski resort employees got in buses, that this
23 would eliminate most of the problem. And especially on
24 avalanche days, because they are called at 5 in the
25 morning and told to line up in the canyon, and so that is

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Draft EIS Public Hearing
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Page 6

1 the ski traffic on those days.

2 And no one has ever been able to argue
3 against that because it's the truth, and once those
4 things are solved, those things are taken care of first,
5 then we can go look at something -- you know, maybe a
6 gondola or something else later on down the road.

7 But these other problems -- these other
8 things, the toll lane, the -- and resort employees in
9 buses is -- and the snow sheds will help eliminate a lot
10 of it. Like I said, this problem is only ten days a year
11 for a few hours. We shouldn't destroy the canyon for
12 that. And that's it.

13 Thank you.

14 PATRICK SHEA: Thank you for the opportunity
15 to make my observations. I have five. We need to look
16 at the future, not be stranded by the past and the
17 financial avenues and favors that seem to have dictated
18 much of the road building in Utah.

19 No. 2, it is imperative that there be a
20 comment period after the final EIS and before the ROD.
21 Having worked on many EISs, both as a government agency
22 and as a private individual, I find it highly unusual, on
23 a half a billion dollar project, that there is no period
24 for comments after the final EIS.

25 If you look at the dollars, the snow sheds

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1 are \$86 million, that will give you four to five more
2 days a year without problems. The road alignment of \$183
3 million does not make sense, when most of the highway
4 now, that is SR-210, is three lanes.

5 Those areas where it narrows down to two
6 lanes, they have a semaphore both going up and coming
7 down 100 yards before. When a bus arrives there, the
8 semaphore would go down. The bus would merge into the
9 traffic, and as soon as it was three lanes again, the bus
10 would exit on to the third lane for buses.

11 We need to start immediately tolling. And it
12 is important not to have that money siphoned off to
13 things outside the canyon, but as within Millcreek and
14 the tolling there, it should be kept in the canyon, for
15 the benefit of maintaining the canyon, its environment
16 and its ecosystem.

17 The gondola, in my judgment, is simply a
18 trojan horse for an interconnect. I would imagine that
19 if UDOT comes up with the gondola as their alternative
20 choice, that within a few years, there will be a
21 clamoring, both by the mayor of Brighton and by the
22 legislative individuals who were going to profit from the
23 La Caille location of the gondola, to say, "Hey, let's
24 just move it on to Brighton and on to Park City. And
25 then even with climate change, we will still have plenty

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1 of areas to ski in."

2 So I just hope that we would not spend \$368
3 million, when, for \$142 [sic], we could make the
4 necessary change to avoid the congestion and keep the
5 ecosystem and the watershed in very good shape.

6 Thank you.

7 LEO BALITSKIY: Thank you for this
8 opportunity to express my opinion. Thank you, Josh, for
9 the hard work in selecting those final -- final lists.
10 However, I'm still seeing there are a few items that were
11 missing specifically to the system flexibility and the
12 liquidation for each of the systems and experience risks
13 with each of the systems.

14 So there are two types of mistakes that could
15 be -- could happen with such a complex project. Some of
16 them are reversible, some of them are irreversible. In
17 my opinion, gondola could be the huge, irreversible
18 mistake that could happen with our canyon, which will
19 permanently turn the canyon into an amusement park.

20 And, again, this is -- that will be the
21 permanent -- permanent catastrophe. It was very -- I was
22 surprised to see that even the gondola actually went into
23 the final list -- into the list of finalists.

24 Gondola is technically a fixed structure. I
25 hope everyone understands this. It cannot be -- you

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1 cannot do much after it's built. Parking structure, any
2 auxiliary businesses, all must resolve around those fixed
3 points of entrance and exit, and you cannot change after
4 that. Once you spent money, with a gondola, there is
5 no -- no changes, no upgrades. The capacity is limited,
6 and it will be nearly to impossible to do any changes
7 after it's built.

8 And since it is also unique and custom
9 tailored to this -- to this specific canyon, there will
10 be no improvement -- no room for the improvement. Since
11 it's a novelty, and I don't think Utah Department of
12 Transportation has enough experience how to deal with the
13 cable -- with the cable routes rather than bus systems.
14 It's like known probably for decades, and how to lay the
15 roads. We know how to deal with for hundreds of years.

16 It also will be -- with a gondola, it will be
17 a long balance -- a long period of system balancing and
18 removing any bugs and quirks. Some of them might be
19 serious that cannot be -- can only be discovered after a
20 couple of years of operations, like you can discover that
21 some towers overloaded, some under-loaded.

22 There were some small issues like lines
23 spilling on the roadways and posing any other issues
24 which could be serious in the future. So don't do this
25 irreversible mistake.

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1 THERESA HEINRICH: My name is Theresa
2 Heinrich, and I have lived at the mouth of Little
3 Cottonwood Canyon for 25 years. My house is right across
4 the street from the Park & Ride. I worked at Snowbird
5 for 30 years, and I took the bus most of the time.

6 I feel that I have a grasp of the
7 demographics of the skiers and the snowboarders who use
8 Little Cottonwood Canyon. They are mostly locals. I can
9 look out my front window every day of the week and see
10 the cars in the wintertime. Usually, there's one person
11 in every car.

12 There are a lot of people who drive up Little
13 Cottonwood Canyon and ski every day. How can UDOT
14 incentivize these people to take the bus? Did UDOT think
15 about sending a survey to all the passholders at Snowbird
16 and Alta? Ask them if they would ride the gondola every
17 time they go to ski.

18 I don't think the majority of the skiers will
19 take the gondola. First of all, it takes too long. For
20 instance, if they live in Sugar House, they get on the
21 freeway, they inch their way up Wasatch Boulevard in
22 bumper-to-bumper traffic, park, ride the gondola. How
23 long does that actually take? UDOT says it takes about
24 59 minutes.

25 Now, what about the tourists? If there's a

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1 family of four staying at a downtown hotel, they might
2 think it's a novelty to take the gondola, but if they are
3 on vacation for a week, are they going to take a gondola
4 every day? Probably not. It's too expensive, time
5 consuming and inconvenient.

6 Which brings up the point, how can the public
7 decide if they really want a gondola, if UDOT hasn't
8 really come up with a price? I realize Snowbird says
9 they will subsidize employees and season passholders when
10 they ride the gondola, but it would be nice if we know
11 about somewhere how much the ticket would cost.

12 I don't think we need to widen Wasatch
13 Boulevard either. I was at a meeting on July 13th at
14 Butler Middle School, and I listened to all the public
15 comments. One of the comments was from a person who owns
16 the land at the gondola site. He stated that he is
17 preserving the site at La Caille from development.

18 Now how is building a gondola and a parking
19 garage that accommodates 1,500 cars preserving the site
20 at the development? If that property is developed with
21 homes instead of a gondola, I think that's much better
22 use of the land. We can implement bus travel right away.

23 Lastly, Little Cottonwood Canyon has
24 incredible views everywhere. Everywhere you look. It is
25 described at the most striking glacial surroundings in

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1 the Wasatch Range. Why should we install permanent
2 towers and gondolas and destroy the beauty of the canyon
3 for the few days that are needed?

4 We only have one Little Cottonwood Canyon.
5 Let's keep the majestic beauty of it for the generations
6 to come. Thank you.

7 ISAAC STEWART: Thanks for inviting me for my
8 comments. I wanted to propose an alternative to having
9 an expanded Park & Ride set at 9400 South and Highland.
10 Some of my and my neighbors' concerns of having an
11 expansion there is that -- the increased traffic.

12 A couple years ago, we had several hundred
13 unit apartment complexes installed there that's added to
14 the traffic. We already have a panhandling problem. And
15 I've spoken to the Sandy City Police, and Trax and
16 basically the bus have spreaded [sic] the panhandling
17 problem across the valley.

18 Another issue is that the 20 to \$30 million
19 used to expand that location will only be used during the
20 winter.

21 And, lastly, which I think is the biggest
22 issue, is that expanding the 9400 South and Highland
23 location will not serve ski tourists from out of state,
24 as there are no hotels in the area. It's hard to imagine
25 a tourist who pays over \$100 for a rental car per day, to

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1 drive their rental car to the hotel and then drive their
2 rental car --
3 (Technological difficulties.)
4 -- canyon. So, again, I think this is one of
5 the biggest concerns besides my personal -- my neighbors'
6 concerns, the growth and the impact of traffic there. As
7 an alternative, I would like to propose a bus hub, if
8 you're going to do the bus option, at 106 South and
9 State, in or around the South Town Mall.
10 I have actually spoken to the management at
11 South Town Mall, and they said they'd be more than happy
12 to dialogue with UDOT and the state about their location
13 being part of the solution for this canyon
14 transportation.
15 A couple nice advantages of having the bus
16 station there is that there's 12 hotels in the area.
17 Out-of-state skiers could take an express UTA bus from
18 Salt Lake Airport to their hotel in the area. They could
19 wake up in the morning, get on the bus that goes straight
20 to the resorts. They can take the bus back to their
21 hotel, walk across the street, and go out to eat and
22 shop.
23 This option allows out-of-state skiers not to
24 have to rent a car. They can take a bus, like I said, or
25 an Uber. And this option would reduce traffic in not

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1 only my neighborhood but all the other neighborhoods.
2 This option is more environmentally friendly, as it
3 results in less cars not only in the canyon but just in
4 our general streets, because, again, these out-of-state
5 tourists could just not have to rent a car.
6 The other big thing is that this station can
7 be dual purposed. It can be used by I-15 commuters
8 during all time -- all periods, whereas that other option
9 at 9400 South and Highland is pretty much going to be
10 used during the winter.
11 And this thing -- I mean, I-15 is a
12 huge -- is a huge traffic issue, and it is only going to
13 get worse. If you're going to spend a half billion
14 dollars, you really need to include something just
15 besides solving the canyon issue.
16 Getting it to the out-of-state skiers, you
17 know, UDOT really needs to find out how many -- what
18 percentage of the traffic in the canyon is due to out of
19 state, because I've read articles in the Salt Lake
20 Tribune that up to 30 percent of the cars in the ski
21 parking lot are rentals.
22 BRIAN KISSMER: This will be quick, sorry. I
23 got a lot here.
24 Hi, my name is Brian Kissmer. I am a
25 doctoral student studying ecology and computational

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1 genomics at Utah State University. I'm here to explain
2 why the proposed gondola project will not effectively
3 reduce traffic to the ski resorts, while providing a more
4 economically and ecologically sustainable alternative.

5 So according to the law of induced demand,
6 access to a supply of a commodity increases, here being
7 access to local ski resorts, if there is still sufficient
8 demand, then more of that commodity will be consumed
9 overall.

10 In other words, the cars that are removed
11 from the road by the gondola will simply be replaced by
12 more cars. To get to the demand to get into the canyon
13 is especially high that more people will capitalize on
14 the increased capacity.

15 The draft EIS does not account for the
16 increase in demand to drive up the canyon after the
17 perceived increase in roadway capacity following the
18 construction of the gondola, providing that a similar
19 lack of traction enforcement is in place after the
20 gondola's installment, traffic will likely return to its
21 original levels due to congestion and ill-prepared
22 drivers.

23 So my proposed alternative is similar to the
24 method used by Zion National Park which sees over 6
25 million visitors per year. I'm suggesting a construction

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1 of a parking garage at the gravel lot, with an all
2 electric bus fleet, shuttling skiers to the ski resort,
3 without the option of driving up themselves during peak
4 hours.

5 So the Proterra Catalyst leads to an all
6 electric chartered bus that has been shown that it can
7 compete in both diesel and EV competitors for symmetric,
8 including maximum tail grade, climb, speed and mete of
9 cost. It has the world record for the largest single
10 drive in an electric bus for a single charge and has a
11 recharge rate of about six hours.

12 The cost of a single bus is about \$750,000,
13 which is higher than that of a diesel bus, which is
14 \$500,000, but the maintenance cost for the Proterra are,
15 on average, 30 percent cheaper than the cost of a diesel
16 bus. The average lifetime maintenance costs of an
17 ecologic bus is 60 cents a mile versus 85 cents a mile
18 for the average diesel bus.

19 The cost of 30 Proterra Catalyst E2 buses
20 totals about \$22.5 million. Additional charging ports
21 costs about \$50,000 each, for a total cost of 1.5
22 million. Total operational and maintenance cost for 30
23 buses over a lifespan of 250,000 miles, or 12 years, is
24 approximately 4.5 million.

25 Closing the road to private vehicles during

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1 peak hours will remove the apparent necessity to increase
2 the number of lanes within the canyon, cutting down on
3 renovation costs. It will also prevent a handful of
4 ill-prepared drivers from slowing down the entire chain
5 of commuters in the event of inclement weather.

6 The combined efforts of our current bus and
7 the additional ecological buses would sufficiently cover
8 the amount of commuters to the resorts. And the
9 reduction of traffic congestion through closing the road
10 would increase the turnaround rates for buses as they
11 return to the parking area to pick up more passengers.

12 Finally, if the gravel lot does not provide
13 enough parking for drivers that would normally drive
14 themselves during peak hours, high estimates for the
15 construction of the parking garage give a cost of about
16 \$28,000 per space, \$14.2 million for the garage and 500
17 parking spaces.

18 Building a parking garage will reduce the
19 amount of square footage required to house the cars and
20 passengers and remove the necessity for developing within
21 the canyon. Doing the bus fleet and the parking garage
22 with a liberal estimate would add up to about to 42.7
23 million or 7.21 percent of the \$592 million price tag of
24 the gondola system.

25 If the bus fleet is completely replaced after

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1 12 years, the cost would be about 71.2 million, or 11
2 percent of the gondola project. Furthermore, this
3 project could be extended easily or scaled, if my
4 estimates are too low to accommodate the amount of
5 commuters without ever coming close to the price of the
6 proposed gondola project.

7 Thank you.

8 ONNO WIERINGA: Thank you very much. My
9 computer is about ready to die. This is perfect timing.
10 Thank you very much.

11 I'm Onno Wieringa. I spent 44 years in
12 Little Cottonwood Canyon working for the Alta Ski Lift
13 Company, and I'm here today representing the Leitner-Poma
14 lift company out of Grand Junction, Colorado.
15 Leitner-Poma builds gondolas all over the world and works
16 with cities all over the world that use gondolas and air
17 space to help solve traffic problems when they run out of
18 space on the ground. So we obviously think the gondola
19 is a great choice.

20 Josh did a great job of laying out the pros
21 and cons of both, and there's pros and cons to both these
22 alternatives. We're responding to what UDOT asked, to
23 give comment on -- based on their purpose and need for
24 improving reliability, mobility, and safety.

25 Gondola B uses air space that has distinct

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1 advantages of adding variety to the modes that UDOT uses
2 and to -- using a space that isn't impacted by snow; you
3 know, maybe enough snow on some days, but realistically
4 isn't affected by snow. And as we know, snow and road
5 conditions in Little Cottonwood Canyon is a huge thing.
6
7 Gondola wouldn't interfere with UDOT's
8 maintenance or avalanche control work, or gondola, again,
9 doesn't have to deal with accumulating snow, which is a
10 huge deal. And gondola only provides however many people
11 per hour of delivery that UDOT wants it to. It is a very
12 specific capacity designed and build and paid for by
13 UDOT, so very good.
14
15 A really important measure is gondolas have
16 the best safety record of anything, by any measure, that
17 you can have for providing a safe experience for
18 residents and visitors to go up and down Little
19 Cottonwood Canyon. We will provide the numbers that we
20 think are rock solid about it, and the car safety for
21 cars and buses.
22
23 And that's before you even factor in the
24 reality that Little Cottonwood Canyon has the highest
25 avalanche hazard index of any highway in North America.
26
27 And to use a space that doesn't add more lane miles to
28 travel through the avalanche zones would be huge.
29
30 Beyond that, it would be a great ride for

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1 people to go take a scenic ride up and down the canyon.
2 And a gondola doesn't use more salt as lane miles would
3 or anything else.
4
5 So congratulations to you, UDOT. Nice
6 process. Thank you very much.
7
8 CHRISTOPHER HACON: Perfect. Thank you for
9 the opportunity. So I think this issue really affects me
10 negatively as a taxpayer, a skier, a hiker, a climber,
11 and a nature lover.
12
13 I really think it's irresponsible to spend
14 this much money on a project that's just going to mainly
15 benefit two skiing resorts at the expense of so many
16 others. It's going to harm all of those groups that I
17 mentioned above, and it's just going to encourage more
18 development of the canyon.
19
20 And we really need to protect the beautiful
21 environment of this canyon, and the nature for future
22 generations. It will be a real shame to destroy this
23 canyon.
24
25 I agree with lots of the negative comments
26 that have been made so far, but I would like to also
27 mention how it will impact negatively the climbing
28 community.
29
30 In Salt Lake, we have a world-class climbing
31 community, including Olympic athletes, and people come

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1 from all the world to climb here. And you may not know,
2 but Little Cottonwood Canyon is peppered with boulders
3 that have some world-famous climbs on them, and several
4 of these will surely be destroyed in this construction
5 process.

6 This will be noticed internationally, and it
7 has negative effects on us, especially in terms of the
8 outdoor recreation industry, when we act irresponsible
9 towards the environment, it gets noticed around the
10 country and in the world.

11 And it does have a negative economic benefit,
12 amongst other things. I will leave it at that. Thank
13 you very much.

14 HENRY HARTZLER: Hello, my name is Henry
15 Hartzler. I'm a resident of Midvale. I'm also an active
16 skier and climber in our community, as well as a 4th
17 grade teacher at Midvale Elementary.

18 I would first just like to echo the thoughts
19 of the Salt Lake Climbers Alliance, and that the SLCA
20 proposes that before any permanent changes are made to
21 Little Cottonwood Canyon that would forever alter the
22 landscape, a new alternative, based on expanded bus
23 service, coupled with tolling and other traffic
24 mitigation strategies, be analyzed. That includes first
25 recreation transit needs. Alternatives that physically

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1 and permanently alter Little Cottonwood Canyon should
2 only be considered after less impactful options have been
3 implemented and shown not to be effective.

4 As I stated before, I'm a regular user of
5 Little Cottonwood Canyon. After work, almost every day,
6 on the fall and spring days, I'm up in Little Cottonwood
7 Canyon bouldering. The boulders next to the side of the
8 road are some of, like Christopher said, the most
9 well-known lines from around the world, including first
10 ascent by people who have traveled as far as United
11 Kingdom and other countries.

12 To permanently destroy these problems is
13 destroying climbing history, and does not allow for our
14 community to access it for the expense of the ski resorts
15 and the skiing community.

16 Now as a user of both groups, I do see the
17 benefits of that side, but I would please encourage UDOT
18 to consider the enhanced bus alternative that does not
19 widen the road, coupled with tolling, traffic mitigation
20 strategies, and as Brian stated before, a bus service
21 patterned after the use of Zion National Park, which I
22 have frequented as well.

23 These are nonpermanent strategies that we can
24 then assess to see what changes we do need to make in the
25 future. But once we destroy these climbs, these

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1 boulders, there's no going back. They are gone forever.
2 Future generations cannot use them.

3 I recently saw world champions that were
4 brought in from the World Cup Championships that we
5 hosted two in Salt Lake early this summer, and I saw
6 world-class champions climbing side by side with me on
7 these roadside boulders in Little Cottonwood Canyon. To
8 destroy this, we can't take it back.

9 So I, again, just want to reiterate, we
10 should try less evasive strategies first that are
11 nonpermanent, and we can go from there. Thank you. I
12 yield the rest of my time.

13 COLE FOX: So I just wanted to kind of
14 address this. I don't think either of these solutions
15 are really going to fix the problem here, because I don't
16 think we are looking at the right problem. I think the
17 problem -- you know, it's not that, you know, there's too
18 many cars in the canyon at once.

19 We have got, theoretically, the entire valley
20 who wants a very finite number of parking spaces. And so
21 before we go and spend, you know, half a billion dollars
22 on trying to immediately solve this problem, let's
23 identify what we are actually trying to do here.

24 You know, the gondola for example, the
25 gondola is just going to push traffic west of the canyon,

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1 because let's assume that it's got the capacity to move
2 more people up the canyon than even the road was, which I
3 have seen conflicting numbers, yes and no.

4 You know, I don't know that anyone besides
5 tourists and people that think it's a shiny new toy are
6 going to use it. Because it's not faster, it's probably
7 not cheaper for the average person to ride. And, you
8 know, depending on who you are, it may or may not be more
9 convenient.

10 So you have to go -- you have to go to the
11 mobility hub, wait in line, hop on a bus, take the bus to
12 the gondola base camp. You know, we have been through
13 that whole thing, and I don't think it's realistic to
14 assume people are going to do that.

15 The other thing too is that I think that
16 there's a lot more to the canyon than just the ski
17 resorts. And we are kind of hastily fixing the ski
18 resorts' problem at the expense of the rest of the
19 canyon.

20 So the guy just spoke before me made a really
21 good point. I think we should try some less impactful
22 options first. You know, maybe a shuttle system or maybe
23 reservations. Snowbird did that last year, and it
24 definitely needed to be fine-tuned a bit, but I think
25 reservations could be a huge help because if you have a

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1 reservation, you know you have parking. If you don't
2 have a reservation, all of a sudden the bus becomes very
3 convenient because you're not going to be driving around
4 the parking lot for a half hour trying to find a spot.

5 And so I think there's a few, you know, less
6 impactful solutions that are also a lot cheaper that we
7 can try implementing before, you know, throwing the Hail
8 Mary and doing either a gondola or, you know, widening
9 the canyon road.

10 And I think that in the end, that would be a
11 lot better for all of us, not just, you know, those that
12 use the canyons a lot, but also the people that live at
13 the base, people that live down 94th or on Wasatch,
14 because, ultimately, all that traffic is going to get
15 backed up toward those mobility hubs, where people are
16 still racing for that finite number of parking spaces.

17 So yeah, thank you.

18 CHRIS MITCHELL: So thanks for your time. I
19 appreciate all the hard work in listening to all of the
20 comments. You know, I definitely appreciate the
21 professionalism, all the angles that, you know, you guys
22 and UDOT and everybody is bringing this, including a lot
23 of guests. So I will just keep mine real simple.

24 I moved here 16 years ago. My home is right
25 at the mouth of Big Cottonwood. I also go up Little

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1 Cottonwood quite a bit. Just the thought of -- I mean,
2 let's be honest. It would turn Little Cottonwood into
3 something that we would see at Lagoon or any other
4 amusement park.

5 I mean, look, this echos a lot of the
6 sentiment that we've heard. There's room for a lot of,
7 you know, analysis, but this is our state. This is our
8 home. This is our canyon. We all love it. For
9 different reasons, we all love it.

10 The notion of tearing up Little Cottonwood
11 Canyon to install a gondola for solving problems that we
12 haven't tried to solve other ways is, to me, just
13 unbelievable. I can't even believe that the proposition
14 has made it this far, that we wouldn't have tried buses.

15 I love the other speakers talking about the
16 electric bus options. I mean, clearly, we need more
17 parking up there. Clearly, the last speaker talking
18 about the parking problems at Snowbird is right. There
19 are other things that we need to look at.

20 But at the end of the day, after all is said
21 and done, we really need to preserve this canyon and do
22 everything that we can, exhaust every other alternative,
23 before we go in and start, you know, ripping up the
24 canyon and putting a giant Disneyland ride in our canyon.
25 It's just -- you know, as you can tell, it's -- to be

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1 honest with you, the prospect of it actually is just
2 even -- I would say it is upsetting to me, but the
3 thought of it is just ridiculous.

4 So please, let's look at buses. Let's look
5 at additional parking structures. Let's look at
6 everything we can before we go and tear out Little
7 Cottonwood Canyon. All right. That's it. Thanks.

8 ELIZABETH EVE KING: Hi, can you see me?
9 Okay. You can hear me. I will try and -- sorry,
10 Elizabeth Eve King. Thank you for this opportunity to
11 speak.

12 I have to agree with everyone who's spoken
13 almost, in we can't destroy this canyon. It is kind of
14 unbelievable. And it is not just an issue for the
15 residents or skiers. It's a global issue at this point.

16 Over a billion sea creatures died in the last
17 three weeks, and it's not even front page news. All up
18 and down the coast of Canada and the Pacific northwest,
19 they just cooked in their shells, which of course will
20 affect sea birds. It's a continual environmental change,
21 and to just keep building bigger roads and bigger parking
22 garages and gondolas is not the answer.

23 We need to combat CO2, not make things that
24 will produce more CO2. I mean, all over there's fires,
25 and people are saying, "Well, when there's really a

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1 climate emergency, we will know." So it is a climate
2 emergency.

3 Also, I will comment on a few things. Right.
4 On the buses going up the canyon, yeah, but they have to
5 be electric. There's no point in having a lot of
6 CO2-producing buses. I personally -- they've already
7 enlarged the road right outside my house, where I can't
8 go outside my door except in a car.

9 And I've never lived anywhere in the world
10 like that. I've lived in cities all over; always was
11 able to just walk out of my door, use a bike, walk. We
12 are building to make that so dangerous that nobody will
13 use it.

14 So electric buses, maybe some electric bikes
15 up the canyon for rent in the summer, and make it bike
16 friendly. We proposed a few things, a lot of things,
17 including tunnelling, including having overpasses that
18 were grown with vines, including medians that were
19 planted with shrubbery, including trees lining the road.

20 This is shown to absorb CO2, also provide a
21 bit of sound barrier, and, of course, mostly just slow
22 down. If you have to, you know, wait five minutes to go
23 skiing, I don't think that's the end of the world, but if
24 we keep pouring all these poisons, it will be the end of
25 the world.

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1 Thank you. Well, my time's up, so there's,
2 like, 40 seconds.

3 MIKE BECK: Hi, thanks for having us and
4 allowing us to have this opportunity to speak about this
5 really important issue.

6 I have been a climber. I started in 1986,
7 and I'm now an attorney, but I work with a lot of
8 climbing companies and athletes and so forth, and I know
9 all of them love Little Cottonwood and what it has and
10 the climbing it has in there. It's a very historic
11 climbing area and has -- is also very cutting edge. Some
12 of the Olympians have been doing things up there, just in
13 this last year, that are cutting edge climbs.

14 I was one of the founders of the Salt Lake
15 Climbers Alliance when the LDS Church was pouring in the
16 canyon in 1999. And in listening to Josh speak, I felt
17 like the overlying theme was getting people up skiing
18 faster and safer.

19 And while I agree that that is something that
20 is important, it seems like these two alternatives that
21 have been put forward are only really good for Snowbird
22 and Alta and not for many other users in the canyon, and
23 not even for many of the local skiers, who I'm sure would
24 like less skiers up the canyon than more skiers up the
25 canyon.

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1 One thing I did -- that stuck out to me was
2 that the lower canyon and using the lower canyon seems to
3 have been barely addressed by these alternatives.
4 There's a lot of use in the lower part of Little
5 Cottonwood because it's unique, even of the canyons along
6 the Wasatch Front.

7 It's the main climbing area in Utah, both
8 historically and currently, and the glacial formation of
9 it and U-shape make it so that there's a recreating area
10 on the base of the canyon that -- it doesn't exist in
11 some of the river-shaped canyons, like Big Cottonwood for
12 example. You can take a trail all the way from the
13 bottom of Little Cottonwood up to the top. And this area
14 down here is really a multiuse area. I climb there
15 hundreds of days a year.

16 You see climbers, hikers, boulders, bikers,
17 people looking at birds, people finding wild mushrooms,
18 plant picking, in addition to the residents that live
19 down there and the vault owners and employees that work
20 at those vaults for the LDS Church and the other private
21 vaults.

22 Both of the alternatives that have been
23 proposed will significantly adversely affect the climbing
24 resources. We don't need a ride in Little Cottonwood.
25 People are going to Little Cottonwood to amuse themselves

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1 in nature, and we should promote that because Utah -- our
2 biggest -- our biggest resource is tourism and it's not
3 just ski tourism. There's year round resources and
4 tourism and recreation resources in Little Cottonwood.

5 The expanded bus service would -- with the
6 expanded roadway, would destroy boulders, LDS Church
7 quarrying historical significant remnants from the
8 building of the temple, access to trailheads and parks.

9 BILL JAMES: I know you guys don't know what
10 J-Pods are, but you will in the same way you'll learn
11 what hyper loops are, is we are going to digitize
12 mobility the same as we digitize communications.

13 And so I'm an infantry veteran and West Point
14 graduate, and we started looking at how we end oil wars
15 back in 1998. And the solution is to combine the 400 ton
16 mile per gallon efficiency of freight railroads with the
17 on-demand service to have internet.

18 So instead of gondolas that are suspended
19 from a cable, J-Pods are these little -- here's a scale
20 model we have for our stem programs for students. These
21 are suspended from a guideway, and they can switch so
22 that they can go anywhere in a network that we need them
23 to go.

24 The primary market would be, for Salt Lake
25 City itself, to remove traffic out of Salt Lake City, but

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1 it is practical to possibly put a J-Pod network up the
2 valley or up the canyon without disrupting the current
3 boulder structure of anything. Because these only
4 require a pier about every -- periodically, and that
5 would have to be worked out with the climbers so that
6 they get what they want.

7 But the real objective that I have and why I
8 wanted to talk about it, if we build these in Salt Lake
9 City, you can start testing what the alternatives are to
10 widening the road.

11 That's it. I appreciate it.

12 JERRY ROANE: All right. Along with Bill
13 James, which I know, by the way, we -- I'm Jerry Roane,
14 president/CEO of TriTrack Motors, and we make
15 monorail/electric cars that would be able to go in the
16 canyon without destroying the canyon.

17 The vehicle goes 180 miles an hour, and
18 it's -- it still modes, so it drives on the street, and
19 it converts and goes up on the guideway. And when it's
20 on the guideway, of course, it's all electric, and it's
21 very low powered compared to any other electric vehicle,
22 especially an electric bus, which has a lot of dead
23 weight.

24 We would be able to do this project for \$12
25 million, cost, and the 2 million per year in operating

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1 maintenance costs, and -- which is significantly lower.
2 And the main thing is the ride to the end of the track
3 would be four minutes. And so we significantly beat the
4 performance of what is presently called the "preferred
5 alternative."
6 So just wanted to let you know that TriTrack
7 is out there. We would be significantly cheaper. We are
8 doing things around the world. We also move water, so
9 we'd be able to bring water and sewage back so that the
10 canyon doesn't have to deal with that flow from the
11 people.
12 And, of course, there's no salt. We can go
13 in the snow. We have a triangular guideway, which this
14 is a slice of it. So it's very petite, and it kind of
15 hides in the sky. And we can put it down the hill from
16 the highway so that it doesn't make any more scar on the
17 land and the highway that's already there. We could
18 possibly go down the center stripe of the highway, and
19 not take any more right-of-way.
20 So we would be -- we would like to talk to
21 UDOT about it, if they're interested. I'm not sure how
22 they got to the finalists that they ended up with,
23 because it sounds like they had a lot of interest
24 in -- Bill James being one of them. So I think it would
25 be good to look at more modern alternatives, especially

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1 on a bus.
2 Like, a bus -- a city transit bus uses 4,242
3 BTUs per passenger mile and we're at 124 BTUs per
4 passenger mile. So that's TriTrack. Thanks.
5 DAN BARRELL: Thank you for the opportunity
6 to take my feedback. I'm a native Utahn, and, you know,
7 the Wasatch is one of my favorite places on earth. I'm
8 also grateful for the community to come together to work
9 on solutions, to address the traffic in the canyons.
10 And really, my big takeaway and what I want
11 to express here tonight is my adamant opposition of the
12 gondola, and I want to convey my support for the enhanced
13 bussing option. As a taxpayer who will be helping to
14 fund the project, it's important that we move forward
15 with the solution that best mitigates the traffic
16 problem.
17 And from my analysis, the gondola will not
18 sufficiently address the traffic problems in the canyon.
19 And the reasons -- the problem with the gondola, you
20 know, really the biggest one, which has already been
21 said, is the travel time. It will almost take an hour
22 from the Cottonwood Heights' parking lot, which will also
23 still involve a bus ride.
24 The gondola will not remove people from cars
25 because people don't want to have -- you know, be

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1 in -- take so long to get up to the resorts. And so the
2 transportation wouldn't be convenient enough to
3 incentivize usage. And having two trips just wouldn't
4 result -- wouldn't really address the problem.

5 The biggest advantage of the gondola is it
6 can operate during times of inclement weather, you know,
7 winter storms after avalanches. It only happens like 8
8 to 12 times a year, which is essentially 3 percent of the
9 days of the year.

10 In addition, the traffic is backed up at
11 Little Cottonwood Canyon, so in that event, the cars
12 wouldn't be able to access the gondola garage. So
13 really, the gondola would still have issues when there is
14 avalanche back up.

15 The buses -- you know, the gondola really
16 don't have any option to serve the trailhead where the
17 buses could be, you know, enabled to do so in the future.
18 And, really, a really big concern I have too is the
19 gondola would ruin the character of Little Cottonwood
20 Canyon for the future, and permanently scar the sacred
21 and wild use of the glacial-formed canyon.

22 I mean, just seeing the renderings made me
23 really sad, and just -- like, that I could use something
24 sacred to me.

25 I also have a concern that the ski resorts

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1 and Ski Utah are strongly advocating for this approach,
2 to create a foundation to extend into Big Cottonwood
3 Canyon and Park City, and essentially move forward with
4 the ski link opposition that was very -- ski link option
5 that was opposed by the public.

6 And I think a lot of these stakeholders think
7 of how they can market Utah to outsiders rather than
8 creating the most viable solution for local Utahns. You
9 know, we're talking about spending a half billion
10 dollars, and we don't want to exclusively benefit the ski
11 resorts, while, you know, not considering the access to
12 public lands.

13 Enhanced bussing is by far the best solution.
14 You know, we should use electric buses, as has been said.
15 These are just significantly faster travel time with much
16 more usage.

17 The gondola is, you know, kind of a novelty
18 that people would not want to ride in the summer due to
19 the long travel time. The buses have higher capacity to
20 move people out of cars and would be able to operate out
21 of singular large hub out of Cottonwood Heights.

22 The buses would be able to be carbon neutral
23 with electric buses, and aside from the 3 percent of the
24 days of the year, the buses would be the far better
25 option to serve Wasatch recreationalists. So thank you

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1 for the opportunity to speak.

2 KYLE DALY: Thank you so much for this

3 opportunity to speak. My name is Kyle Daly. I'm a

4 climber and skier in Salt Lake City, and I recreate in

5 Little Cottonwood Canyon year round, probably over 200

6 days a year.

7 Moving forward, I hope we can consider the

8 year round impact of these transportation solutions, and

9 how they will affect the visitor experience of Little

10 Cottonwood Canyon. I believe that a gondola will only be

11 a viable transportation solution during the winter

12 season, and it's only going to serve to shuttle more

13 people up to our already overloaded ski resorts. Unless

14 this gondola is running year round, with additional

15 stations at popular trailheads, it will remain a vacant

16 eyesore throughout our summer months.

17 Additionally, the solution of widening the

18 road will have a severe impact on the remaining

19 wilderness of Little Cottonwood Canyon and will threaten

20 the existence of as many as 29 climbing boulders, as

21 noted by the Salt Lake Climbers Alliance.

22 I believe that before we make such dramatic

23 alterations to our landscape, less destructive

24 transportation solutions must be explored. Why not

25 increase the bus frequency to every few minutes and

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1 require all visitors to ride the bus up the canyon, less

2 they pay a significant toll during the peak travel times.

3 Little Cottonwood Canyon has the opportunity

4 to be a model for mass transit solutions in our growing

5 world. I think that rather than jump right to the most

6 destructive solutions, let us first attempt to work with

7 what we have. Increasing bus service, building snow

8 sheds, adding tolling, etc.

9 Let's try to preserve what remains of the

10 wild nature of this special place. Thank you so much for

11 your time.

12 JEFF EDWARDS: Thanks for accommodating me.

13 I was in an economic development corporation for about 15

14 years and was also a founding board member of U-Care,

15 where we helped try to bring air quality to the forefront

16 of this discussion in this state. I'm also a lifetime

17 skier in Little Cottonwood Canyon, and so I have a lot of

18 interest in this.

19 I spent a lot of time in Europe and have seen

20 how cog trains operate in Europe, and I've been a

21 proponent of that idea and is an excellent solution for

22 this site, and I was sorry to see that option didn't make

23 it into the final two choices. However, I believe that

24 the proposed gondola has many of the same advantages of

25 the train without some of the environmental impacts, as

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1 well as cost.

2 I also served on the original Mountain Core
3 Team that later became the Central Wasatch Commission.
4 And you've heard already today from Chris Robinson and
5 Ralph Becker, who navigated an incredibly difficult task
6 to get all the different stakeholders together on that
7 project.

8 I was also the leader of one of the economic
9 system teams, along with Natalie Goeckner, and our team
10 made it very clear that issues like congestion and air
11 quality are really at their core of economics. And if
12 they don't get solved, there will be serious, negative
13 impact to our economy, whether that's through poor air
14 quality of the degradation of the quality of life, which
15 impacts one big thing, and that is the acquisition of
16 talent.

17 Talent is the essential natural -- the
18 essential ingredient in Utah's success as a state. And
19 recruiting and retaining talent in our state is crucial
20 to all of our future to have a vibrant economy. Places
21 of high-value outdoor recreation, like Little Cottonwood
22 Canyon, are an essential part of that process. Doing
23 nothing is not the right answer, and relying on
24 congestion to manage visitation of the canyon is a very
25 poor solution and a just outright ineffective solution.

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1 Before UDOT makes a decision, however, there
2 needs to be a clear statement of the firm pricing for
3 users. Many people in this meeting today have talked
4 about whether users would use this, and besides the time
5 of transit, cost is certainly a big factor, especially
6 for the families that we want to attract, to continue to
7 recreate in the canyon.

8 There also needs to be a tolling operation,
9 and Pat Shea explained that very articulately at the
10 beginning of this night. I would like to see that
11 implemented right away.

12 And along with Chris Robinson and Ralph
13 Becker having some kind of a visitor mitigation plan is
14 absolutely essential, regardless of which option is
15 chosen, as it will help us to avoid losing this beautiful
16 place to death, which is happening already in a terribly
17 uncontrolled way.

18 I commend UDOT for their lengthy, difficult
19 EIS process here, and I urge them to find the right
20 solution with this, which I happen to think is the
21 gondola solution. Thanks for listening.

22 CAROL: Hi, my name is Carol. I live on
23 Little Cottonwood Canyon Road. I am not quite one mile
24 West of Wasatch Boulevard. I bought my house in '99. I
25 have been impacted by the traffic ever since I have lived

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1 here.

2 The bus -- I watched that entire presentation
3 this morning on YouTube. Anyway, you put expanded bus
4 services. I can't get across my street half the time,
5 just to get out to walk my dog. On heavy snow days, I
6 have been prevented getting home from a 12-hour ICU
7 trauma shift because the cars are all the way down to the
8 7-Eleven.

9 The speed limit here is supposed to be 40.
10 People go over that all the time. So regardless of
11 whether it is 2400 or Wasatch Boulevard, if you do any
12 widening, it's just going to be more cars are going to go
13 faster. I don't want to see the canyon destroyed.
14 That's how I would relax after what I had to do at work.

15 And if you widen any of those roads, it's not
16 going to be just buses as it is now. People try to pass
17 buses on that road. That's just going to give them more
18 room. Trying to ride my bike north on Wasatch is
19 dangerous, because the speed limit is so high, to make it
20 wider, it's going to be even worse.

21 I just think it's sad that they want to put a
22 gondola -- which I used to think was a pretty good idea
23 until I started seeing how it would change the landscape,
24 and this canyon is just gorgeous, and I would like to see
25 it stay that way.

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1 And, you know, I can't really say much more
2 than what everybody else has already said already. So
3 thank you.

4 MATT WALTHIUS: I get three minutes. First
5 off, I know Josh personally, and I am eased at mind to
6 know he's on this project. He puts in more miles in the
7 Wasatch back country in a day than I put in, in an entire
8 season. So it is really comforting to know that somebody
9 that cares about the Wasatch is on this project. It's
10 not just an import from California, jumping in to put a
11 highway in or whatever.

12 I'm not a huge fan of the bus option. Due to
13 previous comments, I've heard about Provo Canyon and how
14 that project got completely changed, and it turned it
15 into a highway, basically. And there were big impacts to
16 the environment on that one.

17 And, also, I think people are going to be
18 cutting in the bus lane. It's just going to turn Little
19 Cottonwood into a crazy highway. I love the tram idea.
20 The video on YouTube is beautiful. It's really cool.
21 But how -- I mean, on a bluebird day, it works. Right?
22 But on a 70-mile-an-hour wind day, it is not going to
23 run, and those are the big days we need it to run.

24 And then same thing; if there is, like, an
25 avalanche over the road and Snowbird is interlodged,

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1 nobody is going up there either. So the tram is an
2 awesome idea. I think it's gorgeous. The ride up will
3 be fun. But how practical is it?
4 And then who also benefits from it? It's the
5 resorts. Like, everybody taking the tram wants lift
6 service. So 99.99 percent of the benefit of the tram is
7 going to come to the lift, to Snowbird and Alta.
8 Snowbird and Alta should front 99.9 percent of the bill.
9 And that's my thoughts. Thank you.
10 LILAH ROSENFELD: Hi, I'm Lilah Rosenfield.
11 I'm a graduate with a degree in urban and regional
12 studies from Cornell University. I currently work for a
13 mountain resort planning firm, although I'm here on my
14 own behalf and not on behalf of my employer or any
15 clients.
16 I want to start by thanking UDOT, the United
17 States Forest Service, and all the other organizations
18 who helped work on this EIS. I know from experience how
19 much work goes into these projects, and it's honestly a
20 really remarkable job you all have done.
21 I want to start by saying that I think we all
22 can agree that the canyons need to change. The traffic
23 is bad. It's a problem. However, how canyons need to
24 change is what's known in planning literature sometimes
25 as a wicked problem. That is, what solutions we want,

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1 determine the problem we identify, and the questions we
2 ask.
3 It's clear from the EIS that UDOT wants to
4 ensure that many drivers are still able to take their
5 cars up the canyon, i.e., to take the minimum number of
6 people up the canyon on transit, while still relieving
7 traffic.
8 This solution led to the determination of the
9 problem or the scope: Mobility and reliability versus
10 other problems that might be identified, such as limiting
11 the number of people, which is what many of the people
12 who talked about -- who talked about -- you know, worried
13 about induced demand, or protecting the climate and
14 maximizing the reduction of car traffic, which is what I
15 personally care about.
16 The determination of the solutions that led
17 to the problem identified is apparent in Section 25 of
18 the 2020 draft EIS frequently asked questions.
19 Ultimately, climate change will lead to
20 catastrophic shifts, and that's not even to begin with
21 the problem of smog in the Salt Lake Valley. It would be
22 better if we identified a way to eliminate cars from
23 Little Cottonwood Canyon entirely. It is clear through
24 the study, see Section 28 of the 2020 draft EIS fact of
25 the so-called "Zion option," which several other people

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1 have brought up, is infeasible with buses due to
2 turnaround time.

3 We are fortunate to see that despite the
4 decision to de-prioritize consideration of car traffic,
5 climate change and the inherent problems of car,
6 including safety, an alternative that could nevertheless
7 accommodate all or nearly all the traffic that might
8 desire using the canyon. And importantly, could be
9 scaled up far more than the buses. See Section 11 of
10 that same draft EIS frequently asked questions.

11 I speak, of course, of the gondola. I
12 support the gondola plan as existing, but would more
13 strongly support a reanalysis of the gondola approach
14 that would consider the possibility of closing the canyon
15 to most personal vehicles, plus a Zion-style local
16 shuttle for all non-resort users.

17 Both the EIS and several commenters have
18 spoken up about the scalability of buses, but buses have
19 a clear cap on how much they can scale up. UTA standards
20 allow a minimum of roughly five-minute's headway. While
21 this minimum capital outlay of gondola is far higher, the
22 cap on gondola capacity, that is the capacity to which
23 the gondola can scale, is also far higher.

24 Again, given the scope of the project as
25 written, I support the gondola, but more importantly,

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1 given the expanded scope of the -- to incorporate its
2 demand to minimize the hazardous air pollutants and
3 threat to human safety in the hands of both incurrable
4 combustion engine and electric car motor vehicles, the
5 gondola is clearly the only way forward. Thank you.

6 STUART WILLICK: Hi, thank you. I also would
7 like to thank everybody who has been involved in this big
8 task, and I appreciate everybody's comments on all sides.

9 I would like to make two quick points. One
10 is, options like the gondola or railway, or one of the
11 other new high-tech things that people brought up, do
12 improve access for lower canyon users, back country
13 skiers, hikers, climbers, by taking cars off the roads,
14 the access to all the trailheads is easier.

15 The other comment I would like to make is, it
16 is clearly a complex problem. Complex problems usually
17 need complex or multimodel solutions. It's probably not
18 one solution that is going to -- or one option that's
19 going to fix it. You probably need to consider more than
20 one.

21 Thank you.

22 MARVIN LORCIA: Great. So I'm Marvin Lorica.
23 I'm from out of state, who travels to ski and uses the
24 Trax and bus to get up to the Cottonwoods. I also ski in
25 other resorts in the West, and I primarily come to Salt

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1 Lake because of the closeness the resorts have to the
2 valley and not having to rent a car. It is also more
3 affordable than staying next to a resort.

4 My initial thoughts were that the gondola
5 would be the most appealing option for me since -- so
6 that I could count on not having my trips disrupted by
7 avalanche and road closures. However, after listening to
8 the presentation last week and tonight, I see that most
9 residents are opposed to the gondola, leaving the bus as
10 the most acceptable option.

11 I'm not sure why UDOT did not study how much
12 traffic and time can be alleviated if traffic were
13 limited to only the buses, along with some other
14 exceptions for canyon residents or emergency vehicles,
15 etc., to go up. I feel like it would have fewer cars and
16 fewer accidents from cars that have inadequate tires
17 during a bad condition.

18 I feel like this could be tested, like, as
19 soon as the next ski season, at least for weekends or
20 holidays and powder days. You can even limit the
21 restriction to just mornings. Then you'd have -- then
22 you could have additional buses that could be added
23 during these times, when you have a bus usage that's
24 lower elsewhere in the city.

25 From my experience, the buses are very

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1 popular, based on how crowded it gets after picking up
2 people at the Park & Ride near the canyon mouth last
3 week. Some people complained about building a parking
4 garage for the gondola. But someone mentioned that
5 there's vacant -- a vacant Shopko along 9400 South, where
6 the mobility hub would be.

7 Utilizing shopping centers as hubs could have
8 some appeal to businesses, such as ski shops and
9 restaurants. Adding additional routes from similar
10 starting points. Earlier, someone mentioned the mall.
11 That could also increase bus usage. This way, buses from
12 the -- the ones that I ride are from Sandy and Midvale
13 stations, they can continue on to the resorts without
14 having to stop at Park & Rides near the canyon mouth,
15 packing the buses so full of people standing and
16 equipment all over the place.

17 If adding the snow sheds would significantly
18 reduce road closures, I believe the bus option, with
19 limited private vehicle traffic, would be the best option
20 to try right now, before considering other larger capital
21 projects. Snow sheds are used in my other scenic places,
22 including national parks, and hopefully be done with
23 minimal impact.

24 As a non-local, I can't speak to the traffic
25 on Wasatch Boulevard, but I suggest that there be some

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1 compromise between the residents and UDOT, considering
2 that there needs to be a solution to the overall traffic
3 challenges up to the mountains, hopefully with
4 implementing bus-only traffic that would alleviate much
5 of the congestion at the canyon now. Thank you.
6 SCOTT KLEPPER: Thank you for the opportunity
7 to speak. I will be quick. I worked with UDOT about
8 four to five years ago to take an existing crosswalk
9 across Interstate 900 East, where traffic is posted at
10 40, 45, and regularly does 60, and to spend \$100,000 to
11 get flashing blinkers took two years.
12 So like other people, I'm blown away that out
13 of a 124 -- that in two years, 124 options were whittled
14 down to two that we now have. I think both fail in
15 multiple ways, especially the gondola. But widen Big
16 Cottonwood -- or widening Wasatch is not an alternative.
17 It will just lead to increased traffic.
18 The answer -- and I go back to what Lilah
19 said. The answer is in how you view the problem. It
20 seems that you're trying to jam more traffic into a
21 limited resource canyon, and that, in and of itself, is
22 the wrong way to view the problem. Resource management
23 is the key here.
24 In the EIS, less than -- I think it was 1.89,
25 if memory serves, people per car. I'm in the canyon.

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1 For two decades now, every weekend, 52 weeks a year, we
2 carpool every single time we go up the canyon, whether it
3 is Big or Little, and -- except for during the pandemic.
4 We are back to carpooling.
5 The no friends on a powder day attitude is
6 the problem, and this is for two private for-profit
7 businesses. There has been no mention of what they're
8 contributing to the kitty here.
9 There are three ways to grow a business: Cut
10 cost, which is a short-term limited solution. You either
11 have to grow your marketplace, or you have to raise your
12 prices and that's the problem. The problem is the
13 traffic in the canyon and the cost of skiing has come
14 down, due to the passes.
15 When I moved here 23 years ago, break even
16 was 23 ski days a year or more meant you bought a pass.
17 Now it's six to eight. So naturally, everybody comes up
18 the canyon, especially on those powder days. They don't
19 ski from 9 to 4 like we used to, to get our money's
20 worth. And that's the problem.
21 The resorts need to raise prices or -- and
22 not be allowed to take control of the canyon, because as
23 we've heard from other speakers, there are plenty of
24 other non-resort users in the canyon that will be harmed
25 by both of these solutions.

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1 And I just am flabbergasted that UDOT was not
2 able to come up with better solutions of 124 to the two
3 that we have now. Thank you.

4 JOHN MLETSCHNIG: Thanks everybody for
5 putting all this together. Much appreciated.

6 A bit of my background, I've worked in the
7 snow sports industry and recreation my whole adult life,
8 from a ski patroller in the Wasatch here to an avalanche
9 forecaster working internationally in New Zealand to
10 owning a local guide service as of current.

11 And to me, you know -- well, first, I feel
12 like I have, you know, an idea of what good skiing is,
13 for one, and I know that we are losing resource due to
14 overcrowding. And this has been addressed, but, you
15 know, I don't know that UDOT is seemingly noting the
16 problem. We are trying to increase capacity. Right?

17 And this is what ski areas have done over the
18 years around here, adding high-speed chair lifts, all
19 that. All it does is sacrifice the product, and
20 potentially at some point, there's a tipping point where
21 it compromises safety, etc. So the question is: At what
22 point is that tipping point happening. Right?

23 Like, this is -- this can't go in
24 indefinitely. We increase our capacity, then at some
25 point -- you know, if we fill all that new capacity up,

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1 then the problem just perpetuates and we now have even
2 more people. So I think finding a way to limit capacity
3 is critical. And, you know, I want to be up there as
4 much as anybody, but we've got to address that.

5 And I understand it is complicated. We have
6 businesses trying to make ends meet, etc., but solutions
7 like the gondola are force-feeding customers to two
8 particular entities, which seems very skewed that the
9 general population should be paying for that, let alone
10 it's compromising everybody else's experience in the
11 canyon.

12 So where are we at. Right? I think that we
13 need to take a big step back and put it back to square
14 one, and we need to limit capacity and find a way to do
15 it.

16 And I yield the rest of my time.

17 ANDY AGARDY: I just have a couple
18 comments -- or a couple questions, really, concerning the
19 EIS. And one of them is -- it might have been addressed.
20 I have been in and out of the room. But the Salt Lake
21 Climbers Alliance did an analysis to say that -- Josh
22 made the point that the gondola would perhaps not affect
23 the boulders, although the Salt Lake Climbers Alliance
24 has come up with a statement saying that it will actually
25 impact more boulders than the road expansion.

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1 And so I'd just kind of, like, maybe an
2 explanation on that, and I can put that in my comments I
3 I'm going to submit as well.

4 And the other question that I have, or
5 comment, and maybe someone's mentioned it, but it seems
6 like since these passes have been instigated in the last
7 year, the Icon and the Mountain Collective and the Epic
8 Pass, that's when this whole traffic mess has really
9 exploded. And has that been addressed in the EIS?
10 Because I don't see anything about it, about perhaps the
11 resorts limiting that kind of access.

12 And that's pretty much what I have. I don't
13 have three minutes to talk, but I just wanted to put that
14 out there.

15 STEVE PRUITT: I'm one of the original
16 Glacial Subdivision residents that will be most impacted
17 by any solutions. And guys like Jeff Edwards and Ralphy
18 [sic] Becker and others that will experience no real
19 impact and have no idea should have no input, as most of
20 the input provided comes from people who experience no
21 personal impact, other than drive time and others with
22 tinfoil hat solutions.

23 First obligation of government is to do no
24 harm. With the exception to leaving things status quo
25 with enhanced bus service, all other options do harm.

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1 Most particularly, your preferred gondola alternative B,
2 lobbied by Niederhauser and La Caille, presumably where
3 the name of the bay station originated.

4 Just curious to know if La Caille is paying
5 for the free national advertising this option would
6 bring, as none of their property is being impacted or
7 used for the project.

8 In particular, gondola B is the worse option
9 for a number of reasons that include: Except for the
10 status quo option, the proposed changes does nothing more
11 than benefit the private business at the top of the
12 canyon and those lobbying to capitalize on commercial
13 options at the tram terminus.

14 Except for status quo option, all other
15 options are tantamount to burning down a barn to kill a
16 rat, and the neat solution only provides relief for those
17 few days each winter season, less than 3 percent when the
18 conditions limit vehicular traffic, most of which can be
19 mitigated through snow sheds at the historical slide
20 points.

21 Gondola B forces all tram traffic coming down
22 from south onto Wasatch Boulevard, making Wasatch
23 Boulevard worse than it already is, and forcing this
24 traffic into a left turn at the intersection has no
25 ability to handle such an increase.

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1 Gondola B will create significant traffic
2 jams, parking structure at its entry and exit point,
3 forcing us to have no alternative into our houses.
4 Gondola B indicates that you will be -- have been
5 willfully negligent in your depiction of the visual
6 damage that this option would inflict, having provided no
7 drawings and sections depicting the visual plight a
8 30-story tram tower inflicts on us.

9 You have indicated that gondola B would have
10 no impact on wildlife, yet having lived in the proposed
11 path of the tram for 30 years, I enjoy the daily soaring
12 of eagles and hawks who regularly visit the large trees
13 in my backyard along 210.

14 You've provided no study, with no respect to
15 the impact on these birds of prey, from the tram towers,
16 cables, cars, movement and noise. I believe that it is
17 the most -- that these are the most probably protected
18 under state and federal laws, for which this alternative
19 would be in violation.

20 According to 40 percent of winter traffic on
21 Wasatch Boulevard and 209, you have provided no other
22 alternates that would address these alternate accesses to
23 the canyon. I'm also aware that UDOT has lost cases in
24 the Utah --

25 LIZ HAIGH: Hi. Hey, thanks for taking

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1 my -- whatever, my feedback, and thanks to everybody
2 else.

3 So my comments are really based on my
4 experience of using the free gondola in Telluride over
5 the course of many years. You know, as some folks know,
6 they have a gondola that links Mountain Village, so the
7 upper ski area village, and town. It is a free gondola,
8 which I think is something that should be in
9 consideration, relative to a gondola option in Little
10 Cottonwood.

11 I would like to say at the outset, I'm
12 anti-change, and I think all of the options basically,
13 sort of, suck. But given my concerns, which is
14 primarily, on some level, about climate change and also
15 about the integrity of wildlife in the canyon, I feel
16 like the gondola actually is the most ecologically
17 appropriate option.

18 The Telluride gondola is powered by clean
19 energy. They have a bunch of solar panels outside of
20 town that provide a lot of the power for that gondola,
21 and so it is a green option for them. And I think our
22 gondola could be a green option for us if it's something
23 that is researched and employed.

24 Additionally, riding that Telluride gondola,
25 over the course of 20 years, at the bluegrass festival,

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1 which it is crammed with people at that time, it moves a
2 lot of people really effectively. And while we are on
3 that gondola, you are quietly moving across the
4 landscape, in the air above ground. And there are elk,
5 deer, bear, marmots, birds, and a whole bunch of other
6 critters there that are relatively undisturbed.

7 I -- traveling up both Big and Little
8 Cottonwood, I'm pretty appalled by the amount of wildlife
9 road kill that happens in those area, and, you know, this
10 is an ongoing problem. I also feel like, you know,
11 having a transportation in the air bypasses a lot of the
12 problem that happen with snow.

13 My husband likes to say, "It only takes one,"
14 and that is in reference to accidents in Little
15 Cottonwood that destroy access for everyone.

16 My other thing on the buses is the last time
17 I took a bus on a powder day, I sat on the bus for over
18 two hours, and I had to go to the bathroom like you could
19 not believe. And it was a miserable experience, and I
20 don't ride the bus on a powder day anymore because of
21 that.

22 That is a small aside, but I think that does
23 represent some of the challenges that bus service can
24 present to people who are trying to get up the canyon
25 with families. The bus can be a hardship when you're

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1 standing for two hours. It's not a perfect solution.
2 Nothing is a perfect solution. But in the end, I think
3 the ecological solution is one that requires serious
4 thought.

5 Thanks a lot.

6 BLAKE QUINTON: So first, I'm a back country
7 skier, a trail runner, a mountain biker, an inbound skier
8 and a hiker with my family. We ride the buses up these
9 canyons multiple times every winter, although this last
10 winter was a bit of a crap show for everyone.

11 I want to first note that this is a
12 resort-caused problem, and it doesn't have to be solved.
13 When the Utah Jazz, 30 years ago, came and said, "We want
14 to build a new stadium," they didn't go to the Utah
15 public. The Utah public has never before accepted
16 donations to large corporations. And this is a -- we
17 call it a half billion. This is a \$1 billion donation to
18 a public corporation -- well, to two of them. This is an
19 optional expense we do not have to blow our money on.

20 In regards to the EIS specifically, I would
21 like to make sure that we have noted how long the planned
22 ski season is per year over the 50-year project lifetime
23 of these two projects, and that that ski season is
24 shortened over time so those expected feature paybacks
25 are decreased. Because as is well noted, our climate

Comment 19 (continued)

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1 here is changing rapidly, and our number of ski days
2 available are changing rapidly.

3 Regarding these two specific options, for me,
4 doing enhanced bus service, where we limit private
5 vehicles for several hours per morning, because that's
6 when we have a primary issue. We cover the avalanche
7 paths with an avalanche shed, and then we use switchable
8 lanes for the buses, so that in the morning, they can go
9 up quickly and down. They just move in the single lane
10 for traffic, and then the afternoon, they come down
11 quickly, and move uphill in the single lane for traffic.
12 It should work.

13 As far as payment, the ski resorts must
14 explicitly say their tickets will include 100 percent of
15 the cost of either of these options. There should be no
16 private tickets bought for the gondola, specifically for
17 the bus. At least I can ride up to my back country
18 destination and have the option to pay for that.

19 Now, water analysis regarding the destruction
20 of forests, I don't know that that really was
21 accomplished within the EIS. It has been known since
22 John Neer that a forest creates water. We have that in a
23 very limited supply in this area.

24 We need to evaluate how much cutting down our
25 forest we are willing to tolerate and how much we are

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1 willing to limit our water, to have more super wealthy
2 skiers go up the mountains. Thank you.

3 JOHN PIKUS: So first off, I would like to
4 thank Josh and Breanna for allowing the public to provide
5 input on this, and it's been really great to hear how
6 passionate so many people are about Little Cottonwood
7 Canyon.

8 So, so many people have shared great
9 thoughts, and I just wanted to share a couple points that
10 I have heard some people mention but maybe have been
11 overlooked.

12 And so first, I think John Mletschnig covered
13 this one very well, but I think the most important thing
14 to so many people who visit Little Cottonwood is the user
15 experience. And I really do believe that cramming more
16 people up into the canyon is just going to decrease the
17 user experience for everyone.

18 This includes ski resort visitors who are
19 going to see much more crowding at the resorts. It is
20 going to decrease the experience for lower canyon users
21 and hikers and climbers, who might have gondola towers
22 blocking boulders and inhibiting views. So I think this
23 really should be prioritized, and the only solution to
24 this, I think, is a capacity limit on the canyon, which I
25 think the best options for implementing that would be

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Comment 20 (continued)

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1 bank private vehicles and implementing some sort of Zion
2 solution.

3 So another point I wanted to make is that I
4 think right now, this traffic is only a problem maybe
5 between 25 and 35 days of the year. So I think we should
6 not alter the entire nature of the canyon just for a
7 problem that exists on these 25 to 35 days.

8 And perhaps the shuttle system would only
9 have to be implemented on those days, and most of the
10 year, 330 days, things can just stay the way they always
11 have been.

12 And third, I know I'm a rock climber myself.
13 I know Salt Lake City has an extremely passionate rock
14 climbing community, and I think it's pretty devastating
15 to hear about the destruction to the roadside boulders
16 that could occur with either of these options.

17 I really -- it pains me to think about some
18 of the boulders that are potentially going to be
19 bulldozed, and I know there are so many more people out
20 there that feel a lot more passionate than me about this.
21 And I really think this needs to be strongly considered.

22 It's an amazing cultural resource. There's
23 so much climbing history there, and it can never be
24 undone. And really, I just urge UDOT to strongly
25 consider this and talk to the public and find a solution

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1 that can preserve this. Because I think it is one of the
2 really, really special things about Little Cottonwood,
3 and it's important to so many people who live here.

4 Thanks again.

5 (The meeting was concluded at 8:30 P.M.)

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REPORTER'S CERTIFICATE

State of Utah)
)
County of Salt Lake)

I hereby certify that the said meeting
was taken at the time and place herein named;

That the testimony of said witnesses
was reported by me in stenotype and thereafter
transcribed into typewritten form.

I further certify that I am not of kin
or otherwise associated with any of the parties of said
cause of action and that I am not interested in the
events thereof.

IN WITNESS WHEREOF, I set my hand this
31st day of July, 2021.



Kellie Peterson, RPR

This space is intentionally left blank.

COMMENT #: 13420
DATE: 9/2/21 14:59
SOURCE: Email
NAME: Sarah Malyn

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we 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. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation
- Tolling to manage canyon capacity
- Reduced or free bus ticket prices on busy weekends
- Increased funding to support more buses
- Increased funding to create/operate express bus routes from locations all across the Wasatch Front — instead of bringing all traffic to Wasatch Blvd, bring Express Bus routes to key neighborhood hubs to avoid the crush of people on Wasatch Blvd
- Shuttles vans to transport dispersed recreation users to trailheads
- Express bus and shuttle routes that deliver people directly to their destination
- Optimized ski resort navigation to reduce resort congestion
- Traffic controls
- Double stacking
- Managed- and reversible-lane alternatives

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. Increased capacity will also inevitably lead to increased ski resort expansion pressures. I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Sarah Malyn
Salt Lake Cty, UT

COMMENT #: 13421
DATE: 9/2/21 20:47
SOURCE: Email
NAME: Nancy Simpson

COMMENT:

Hello UDOT,
We are submitting the attached comments with regard to the Little Cottonwood Canyon Draft EIS.
Thank you for your consideration.

Sincerely,
Nancy and Alan Simpson

Alan and Nancy Simpson

August 30, 2021

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121

Dear UDOT:

These comments are submitted with regard to the two proposed transportation options meant to address the winter traffic issues in Little Cottonwood Canyon. We are Michigan residents who spend about 2 months each winter in SLC. We have regularly skied Alta and Snowbird for over 30 years. We have been season's pass holders at Alta for 14 years. We have also traveled to SLC during the summer and hiked in Little Cottonwood Canyon. We dearly love the canyon and Alta, to the point that we had contemplated having our cremated ashes spread there if that were legal.

We are strongly opposed to both the gondola and dedicated bus lane final proposals. We have listened to both of the public comment meetings and read many of the public's comments in the newspaper and on the Facebook and Instagram sites. We have noted very little support for either proposal other than from those who have an economic interest. We have read and reviewed portions of the EIS report and information on the UDOT website with regard to the proposals. Throughout this process we have learned a lot.

The canyon and the ski resorts only have so much capacity. When that capacity is exceeded, it diminishes the experience for the visitors and can have adverse effects on safety and the environment. Speaking from years of experience, the capacity at Alta has been exceeded since Alta joined the Icon Pass. Neither the gondola nor the bus option address the capacity issue, which is at the root of the problem. Both proposals are likely to further intensify this problem. We do not need more people traveling to these resorts.

We are very distressed about the permanent changes either of the proposals would cause to the priceless natural beauty of Little Cottonwood Canyon. We do not need or want a 4 lane highway or a Disneyland like gondola constructed. There are a multitude of other options which should first be exhausted that cost far less and may be more effective. These would include limiting auto traffic during certain hours on powder days or on weekends/holidays, tolling, incentives to carpool, increasing bus service, enforcing traction laws all winter, etc. The resorts could implement a reservation system as is done at other ski resorts to limit capacity. The gondola and dedicated bus lanes serve only the resorts and not the other users of the canyon and thus, if either were to be implemented,

construction and operating costs should be paid for solely by the resorts and not the taxpayers.

As we educated ourselves on these proposals, we learned much about the other users of the canyon, particularly the rock climbers. We had no idea that the canyon and its boulders are known internationally and draw climbers from around the world. We have learned that both proposals would adversely impact these boulders, which we feel must be preserved.

We have given thought as to what it would take to incentivize us to ride a bus or gondola to the resorts. Our vehicle serves as our locker in which we carry extra skis, gear, clothing, lunch, etc. Even if implemented, we do not believe sufficient numbers of skiers will abandon their cars for a bus or gondola. Frankly, we laughed at the simulation video showing the 2 young people riding the gondola and then strolling to the lift wearing their ski boots and carrying only their skis and poles on a lovely, sunny, windless day. Imagine trying to corral a family of young children and all of their gear from the car to a bus and then to a gondola, while standing in line to board the bus and gondola. Or an elderly couple trying to navigate these distances carrying their boot bag containing boots, gear, lunch, in addition to skis and poles. Those traveling to Alta must make yet another gondola transfer to reach their destination.

The travel time from parking one's car to arriving at the resort is also a great disincentive. Standing in line to load on a bus is not appealing. Our friend tried the bus option in the winter of 2020 and attempting to manage his gear while standing and being jostled about was not something he wishes to experience again. The proposed travel times to the resorts for the bus seem unrealistic when considering the snowy days. It is hard to believe that a bus in a dedicated lane would be safely traveling faster than SUV's and trucks. The gondola travel time is much too long for use on a regular basis. When exiting the gondola at Alta, are we expected to take the tow rope with our gear to get to the Albion Basin/Sunnyside base? By the time we arrived, everything would be skied out worse than it already is.

In summary, we think the canyon would need to be closed to all traffic for us to regularly ride a bus or gondola to the resorts. And in that case we would likely ski elsewhere.

While we appreciate all of the hard work that has gone into these proposals, we implore you to please go back to the drawing board. The gondola and 4 lane highway are irreversible once built. There are simpler, less intrusive and less expensive solutions which must be explored, implemented and evaluated before permanent changes are made to the natural treasure that is Little Cottonwood Canyon.

Sincerely,



Alan L. Simpson



Nancy R. Simpson

COMMENT #: 13422
DATE: 9/3/21 12:37
SOURCE: Email
NAME: Steph Christensen

COMMENT:

Dear Utah Department of Transportation,

Before spending more than half a billion dollars to tear up LCC to construct unproven solutions like a gondola or roadway widening, I am advocating that we 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. Some of these proven systems and programs could include:

- Tolling to incentivize use of public transportation
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- Traffic controls
- Double stacking
- Managed- and reversible-lane alternatives

Furthermore, any efforts that intentionally or unintentionally increase capacity beyond the current capacity limit (as defined by current parking spots) are unacceptable. I am concerned that without a plan in place now to manage canyon capacity, LCC will become even more crowded, which will negatively impact the beauty of the canyon, the watershed and the recreational user experience. Increased capacity will also inevitably lead to increased ski resort expansion pressures. I am against any future ski resort expansion outside of their current footprints.

Sincerely,
Steph Christensen
North Ogden, UT

COMMENT #: 13423
DATE: 9/3/21 16:18
SOURCE: Email
NAME: Clanci Hawkes

COMMENT:

Attention Utah Department of Transportation and HDR:

Please see the attached letter in regards to the above-referenced EIS. For additional information or clarification, please contact Sandy Wingert, Upper Provo and Jordan River Coordinator, at [REDACTED] or Jodi Gardberg, Manager, Watershed Protection Section, at [REDACTED].

Thank you,



State of Utah

SPENCER J. COOK
Governor

DEIDRE HENDERSON
Lieutenant Governor

Department of
Environmental Quality

Kimberly D. Shelley
Executive Director

DIVISION OF WATER QUALITY
Erica Brown Gaddis, PhD
Director

September 3, 2021

VIA EMAIL

READ RECEIPT REQUESTED

Little Cottonwood Canyon
EIS/o HDR2825 E
Cottonwood Parkway, Suite 200
Cottonwood Heights, UT 84121

Subject: **Comments on the Draft Environmental Impact Statement
Regarding Little Cottonwood Canyon**

Utah Department of Transportation and HDR:

The Utah Department of Environmental Quality, Division of Water Quality (DWQ), appreciates the opportunity to provide the following comments on the Draft Environmental Impact Statement for Little Cottonwood Canyon specifically on the Utah Department of Transportation's (UDOT) two preferred alternatives.

DWQ protects, maintains, and enhances the quality of Utah's surface waters and groundwater to protect beneficial uses and public health. The Division oversees the classification, protection, and remediation of the waters of the state (Clean Water Act §304 and Utah Code §19-5-110). Responsibilities include development of water quality standards, water quality monitoring and assessment, development of total maximum daily load plans (TMDLs) to restore impaired waters to their designated beneficial uses, issuance of discharge permits and 401 certifications for U.S. Army Corps of Engineers (USACE) 404 permits, and the implementation of nonpoint source projects to improve water quality.

Collaboration and coordination with DWQ and other water quality/watershed agencies during the Little Cottonwood EIS process is critical to addressing water quality issues associated with the two preferred alternatives identified in the Draft EIS, enhanced bus service in peak-period shoulder lane and the gondola. Stormwater management through stormwater permits that include best management practices (BMPs), mitigation of nonpoint source pollution, and erosion control should be considered when evaluating the watershed impacts of each alternative.

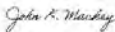
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Stormwater management for the enhanced bus serviced in peak-period shoulder lanes on S.R. 210 is managed under the provisions contained in [Permit No. UTS000003 UPDES Permit for Discharges from Utah Department of Transportation Municipal Separate Storm Sewer System \(MS4\)](#). Best management practices (BMPs) will be identified and implemented to control stormwater runoff from these construction sites. Trailhead parking improvements and reduced/eliminated roadside parking could decrease current erosion issues and improve trailside conditions by increasing vegetative cover. Design and construction of new parking stalls should consider the water quality benefits of using porous surfaces, such as gravel rather than impervious surfaces such as asphalt that can increase runoff. Parking should be engineered so runoff drains away from the creek and into structural stormwater BMPs that will attenuate pollution concentrations.

The [2018/2020 Integrated Report](#) identified Lower Little Cottonwood Creek as a high priority for TMDL development by 2022 for *E. coli*. This finding indicates that *E. coli* contamination is already an issue for Little Cottonwood Creek, and additional inputs could exacerbate current problems with pathogens in this drinking water source. Adequate bathroom facilities at the trailhead with parking improvements could reduce the levels of fecal contamination due to trail/backcountry usage. Pit toilet siting may be challenging given the lack of appropriate locations that meet demand without creating potential contamination. Increased visitation due to increased parking could reduce pit toilet life depending on volume, number of users, soil permeability, and groundwater level. Overflowing pit toilets could lead to an increase in fecal contamination near trails, streams, or tributaries as recreationists find other locations in the canyon in which to defecate.

Thank you again for the opportunity to provide comments on the Little Cottonwood Draft EIS. For additional information or clarification, please contact Sandy Wingert, Upper Provo and Jordan River Coordinator, at swingert@utah.gov or Jodi Gardberg, Manager, Watershed Protection Section, at jgardberg@utah.gov.

Sincerely,



John K. Mackey
Acting Director, Division of Water Quality

SW:cjh

DWQ-2021-017864

COMMENT #: 13424-13426
DATE: 9/3/21 19:00
SOURCE: Phone Comment
NAME: Phone Comments

COMMENT:

13424_Doug Black
13425_Ryan King
13426_Elario Serrano

Little Cottonwood Canyon EIS Public Hearing

**AUDIO
TRANSCRIPTION**

July 13, 2021

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Audio Transcription
July 13, 2021

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****OFFICIAL TRANSCRIPTION****

Little Cottonwood Canyon EIS
Public Hearing and the July 13th, 2021

Reported by: Amber R. Fraass, RPR, CSR

Advanced Reporting Solutions
801-746-5080

1 P R O C E E D I N G S

2 -000-

3

4 DOUG BLACK: Hi. My name's Doug Black. I
5 live in paper Draper, Utah. My phone number is
6 801-509-3684.

7 I was watching a report on KUTV today about
8 the Little Cottonwood possibly putting in another lane
9 for busses. My comment would be put the other lane in,
10 keep the busses out of the canyon. And have two lanes up
11 in the morning and two lanes down at night. I'm sure you
12 guys have thought about this, but I don't know what the
13 logistics would be at the top of the canyon dispensing
14 the two lanes.

15 But anyway, just my thoughts. Thought I'd
16 pass it along. My dad used to tell me, You can't harvest
17 the crop unless you go out and plant the seed. And I
18 think there's a lot of truth to that.

19 Anyway, thanks.

20 (End of voicemail.)

21

22 RYAN KING: Hey. My nickname is Ryan King
23 and I'm a big skier that frequents Cottonwood Canyon.
24 And I tried to leave a comment online, but -- it usually
25 gives me a receipt thing that it was received, and it

1 didn't. So I thought I would just cover my bases and
2 leave a comment here.

3 I am a big proponent and a big fan of the
4 gondola option to alleviate the traffic in the canyon.
5 And I think one of the biggest reasons why is that during
6 inclement weather, two-wheel drive cars seem to frequent
7 the canyon. There's slide offs. There are busses that
8 slide off. All sorts of vehicles. And as you know, a
9 gondola can operate in inclement weather.

10 So I thought, I guess, it would be the best
11 option to -- to really give people peace of mind that
12 they would be able to get up the canyon and visit ski
13 resorts, and -- and get down safely. So out of the two
14 proposed options, I am strongly on team gondola. Thank
15 you.

16 (End of voicemail.)

17
18 ELARIO SERRANO: Hello, my name's Elario
19 Serrano. I'm a realtor with Keller Williams and I have
20 some questions about trying to get, like, a map of where
21 the gondola is going to be built. I have a client
22 interested in purchasing -- or in building a home in that
23 area, and we're wanting to see, like, where it's going to
24 be built, how it's going to affect things.

25 If you could give me a call back, my number

is [REDACTED]. Again, [REDACTED]. Thanks so much.
Bye, bye.

(End of voicemail.)

* * * * *

STATE OF UTAH)

) SS

COUNTY OF SALT LAKE)

That I listened to the recorded voicemails and took down in shorthand the foregoing on July 23rd, 2021.

I further certify that I am not a relative or employee of an attorney or counsel involved in said action, nor a person financially interested in said action.

IN WITNESS WHEREOF, I hereby certify this
transcript in the County of Utah, State of Utah, this ^
day of ^, 2021.

Amber R. Laars

Amber R. Fraass, RPR, CSR

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COMMENT #: 13427-13438
DATE: 9/3/21 19:01
SOURCE: Phone Comment
NAME: Phone Comments

COMMENT:

13427_ Anonymous Caller
13428_ Pricilla Nath
13429_ Bill Jenson
13430_ Richard Mendel
13431_ Gail Anderson
13432_ Ann Sealy
13433_ Steve Romanowski
13434_ Steve Romanowski
13435_ Steve Romanowski
13436_ Steve Romanowski
13437_ Patrick Lynch
13438_ Caller Jennifer

Little Cottonwood Canyon EIS Public Hearing 2021

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****OFFICIAL TRANSCRIPTION****
Little Cottonwood Canyon EIS
Public Hearing 2021

Reported by: Amber R. Fraass, RPR, CSR

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1 P R O C E E D I N G S

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3

4 ANONYMOUS CALLER: Comment for the proposal
5 regarding either gondola or road expansion.

6 I don't want any of my tax dollars supporting
7 Alta, a private business, that does not allow
8 snowboarders on their mountain. They choose to
9 discriminate based on whether you go down the mountain
10 faced forward or sideways.

11 I have family members that do not ski, that
12 only snowboard exclusively, have never learned, and as
13 such, we are not welcome at Alta. Cannot go. Cannot use
14 their mountain. Cannot use their equipment. I don't
15 want to use my tax dollars to subsidize or support a
16 business that discriminates against me.

17 They create divisiveness in the community.
18 They are very much against inclusiveness in opening it to
19 everybody. If tax dollars are being used to support
20 private businesses, they need to be used to support
21 businesses that are open to business to anybody in the
22 Salt Lake Valley, not limit it and discriminate against
23 people that don't go down a hill forward versus sideways.

24 I 100 percent do not support or want any of
25 my tax dollars supporting a private business that will

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not allow me to utilize their facilities.

(End of voicemail.)

* * * * *

PRICILLA NATH: Hi. My name is Pricilla Nath, and I am with the law office of Kirton McConkie. I'm trying to figure out how to mail information to UDOT on the Little Cottonwood Canyon EIS -- or it's regarding that. I was wondering if somebody could give me a call back about the correct address that I need to use.

My phone number is [REDACTED]. And again it's Pricilla, and I just need an address, you know, what their -- the attention line, department, office number, all that information. That would be great. Thank you. Bye.

(End of voicemail.)

* * * * *

BILL JENSON: Hello, this is Bill Jensen. Please call me at [REDACTED]. My questions center around the EIS project as it impacts traffic between State Road 190 and 2300 East, and State Road 190 Wasatch Boulevard. Please call me at [REDACTED]. Thank you.

(End of voicemail.)

* * * * *

RICHARD MENDEL: Yes, my name's Richard Mendel from Cottonwood Heights. [REDACTED].

I would like to see the study that got to the conclusion of 70 tons of carbon from canyon traffic -- I'd like to see the analysis. I'd like to understand what timeframe that covers. You know, is that days? Weeks? Months? Basically, I'd like to see how you got to the number.

It -- it -- it's a pretty powerful number that underscores how important it is for us to mitigate the air pollution challenge we face throughout the Wasatch Front. But it's a particularly dramatic number I'd like to know more of what underlies (sic) it. And I'm at [REDACTED]. And thank you very much for your help, as well as all your efforts on this project.

(End of voicemail.)

* * * * *

GAIL ANDERSON: Yes, thank you. This is Gail Anderson, and I just wanted to leave a comment about the Cottonwood Canyon transportation.

Use busses, not the gondola. The buses you can use the big ones or the small ones, and they can be the natural gas powered or electric, whatever, but

1 they're more versatile. Please do not put a gondola in.
2 I think it's a visual pollution for one thing, and I
3 don't think they will work as well as the busses.

4 So thanks for what you do. Uh-huh, bye.

5 (End of voicemail.)

6 * * * * *

7
8 ANN SEALY: Hi, I'm Ann Sealy. And I helped
9 out with weather measurements for a while with Utah
10 State, and I -- I just feel like if our weather is
11 changing, which it seems to be, we might be just a rainy
12 climate or a dry climate, and I don't think we should put
13 all that money into something that might not even have a
14 ski -- impact for skiing, so I'm saying no on the
15 gondola. Thank you.

16 (End of voicemail.)

17 * * * * *

18
19 STEVE ROMANOWSKI: Hi. Thanks for receiving
20 voicemails regarding this serious situation with Little
21 Cottonwood Canyon. My name's Steve Romanowski, and I
22 have attended many of the meetings and written letters
23 and made comments.

24 And it would appear that about 22 days of the
25 year the canyon is a major problem for congestion. It

1 depends on the snow, depends on the day. Regarding the
2 people that are living at the mouth of the canyon, well,
3 that's development and it -- it would appear that it's
4 getting too populated for the road and for skiers all at
5 the same time.

6 That said, I don't think that the gondola is
7 a viable option because people still drive up. And a
8 train obviously is over a billion dollars and -- and is
9 feasible, but my main concern is the environmental
10 impact.

11 So I am a skier. I -- I buy a season pass.
12 I have an inside scoop. I've worked at a ski area for
13 many years and understand avalanche mitigation procedures
14 and how -- how Little Cottonwood can -- can be dangerous.
15 But that is part of the experience. So there's a lot to
16 be said about this.

17 In one of my letters I did include some of
18 the things I'm going to state. For vehicles, local
19 vehicles should be pre-inspected. Obviously, they need
20 to have all-wheel drive and snow tires.

21 But more than that, the locals that ski up
22 there should have all the safety equipment associated
23 with winter driving conditions and avalanche conditions.
24 Transceiver in the car, shovel, probe, winter weather
25 emergency gear and be educated about winter driving and

1 the safe places for people to -- to be stopped in --
2 in -- in the event that they are blocked by an avalanche
3 in one of the many avalanche paths in the canyon.

4 Also, with the education regarding winter
5 driving and the canyon itself is understanding the
6 weather observations and paying attention to weather.
7 That's more difficult for the tourists, but the locals,
8 everybody seems to be pretty savvy about everything, why
9 not know a little more --

10 (End of voicemail.)

11 * * * * *

12
13 STEVE ROMANOWSKI: Hi, this is Steve. This
14 would be part two of my comment -- voicemail comment. I
15 believe I was cut off -- I was discussing education for
16 local drivers in the canyon.

17 I think that's super important. A social
18 media app for locals and carpooling from the UTA lots
19 that exist currently, and where millions of dollars could
20 be -- or hundreds of thousands of dollars could be used
21 to develop those areas in the valley, not in the canyon.

22 Three-person minimums per vehicle on powder
23 days and enforcement by an -- a state employee or a
24 canyon employee, not -- not police. Because obviously
25 the -- the police have been ineffective in inspecting

1 every car going in the canyon, and -- and those -- those
2 guys have better things to do, I think.

3 So three-people minimum on powder days.
4 Planning ahead. Enforcement. Rental cars, there should
5 be a rental car company that rents cars just for skiers.
6 People coming to ski at Snowbird and Alta in particular
7 are paying thousands of dollars a day. They can afford
8 to rent a high-end car that has snow tires, all-wheel
9 drive, all the safety equipment required, you know, for
10 winter driving.

11 So moving along with the highway, I don't
12 think that snow sheds are an environmentally -- way to
13 go. Overall, if there were 22 days of bad days of
14 driving over the course of a year in the canyon, it's my
15 opinion, and many of my friends' opinions and other
16 skiers that the -- the way the canyon is now is
17 beautiful.

18 And snow sheds, like on Rogers Pass, connect
19 the -- the east and west sides of Canada. And this is a
20 nine-mile highway. So I think that the allure of Little
21 Cottonwood is partially of the experience of Little
22 Cottonwood, and avalanche closures and avalanche
23 mitigation procedures is part of that experience. And
24 that is -- that commodity that -- it's amazing.

25 (End of voicemail.)

* * * * *

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2

3 STEVE ROMANOWSKI: Hi, this is Steve again.
4 Part three of my voicemail comments. I was talking about
5 snow sheds and how I disagree to have snow sheds in the
6 canyon.

7 And I was stating that in -- for example, in
8 Rogers Pass, it connects the nation of Canada, and for
9 people to go skiing -- I mean, avalanche control work and
10 avalanche mitigation procedures are in place to maintain
11 safety on the canyon highway.

12 And having that being part of the experience
13 for people, I think it should stay the way it is. I know
14 it's dangerous work, and it's a dangerous highway, but
15 that is the -- the beauty of Little Cottonwood Canyon,
16 and it's so rare in our society to have something like
17 that and experience that. And I think the tourists
18 should be aware of what they're getting into by ski
19 areas.

20 So less cars, obviously, would mitigate the
21 hazard of likelihood of -- of an accident or an avalanche
22 involving vehicles on the highway. That said, there's so
23 many miles of scenic roads in Utah. And in the middle of
24 winter, it just doesn't seem appropriate for tourists,
25 local or otherwise, if they're not skiing, to drive up

1 the canyon to go for a drive.

2 And I do realize that this is about -- about
3 tax dollars, but public safety is -- should be a big
4 concern, too. And in an effort for conservation and less
5 infrastructure in the canyons, Little Cottonwood in
6 particular, if you just limit the cars, simply put, then
7 you limit the need for more infrastructure.

8 So with social media and technology, a text
9 alert could be used -- utilized for awareness for people
10 approaching the canyon in the wintertime. And it could
11 notify them about permitting or highway conditions and
12 vehicle requirements, safety requirements to drive in the
13 canyon, simply put.

14 Reservations for skiing, reservations for
15 parking. The ski areas are such a small area for skiing,
16 there's no reason why there should be, really, at
17 Snowbird, more than 5,500 or 6,000 skiers.

18
19 (End of voicemail.)

20 * * * * *

21
22 STEVE ROMANOWSKI: Hi, Steve again. Part
23 four. I was talking about text alerts.

24 So using modern technology, information can
25 be spread to people so that they're informed when they're

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1 approaching the canyon about road conditions and
2 permitted vehicles in the wintertime. The ski areas can
3 sell this experience.

4 If -- if they have reservations and limit the
5 amount of people that ski at their ski area on any given
6 day, and charge more money for skiing, especially for
7 people that come in from out of town, I mean, simply put,
8 then they could keep the tax revenue high and sell the
9 experience so that there's not 8- or 9,000 people skiing
10 at Snowbird.

11 There's only a certain amount of parking
12 spaces in the canyon, so I feel from a conservation
13 standpoint, that it should just stay that way. 1,200
14 parking spaces at the bottom of the canyon to accommodate
15 this gondola would -- would be terrible, I think. I
16 mean, most of the time I'm on that road, it's not busy at
17 all. I know skiing's a different day, but.

18 Moving forward, there could be a nexus lane
19 for moving traffic quicker for pre-approved vehicles,
20 like locals. Three-passenger minimums on -- on powder
21 days or weekends. In the mornings, specifically. Midday
22 avalanche mitigation, more of that.

23 And then with the ski areas, if -- if -- if
24 the UTA lots were to have busses going up and down just
25 to the UTA lots back and forth and that's it, then

1 families would -- could utilize it if the ski areas built
2 day lockers for people because people's vehicles are
3 their lockers. Even for one person, it's -- it's a big
4 deal. I've walked from my house with all of my gear. I
5 live near the swamp lot, and it's a hassle, obviously, to
6 go skiing without a car.

7 More taxes should be paid by tourists for --
8 for the revenue -- like, for Oktoberfest there should be
9 more taxes for beer sales and auto use. Local busses
10 could be utilized, like I said, to go back and forth to
11 the different UTA lots that should be developed for
12 parking and meet up places.

13 (End of voicemail.)

14 * * * * *

15
16 PATRICK LYNCH: Hello, my name is Pat Lynch.
17 My wife and I own Perpetual Storage in Little Cottonwood
18 Canyon. We have not been asked our opinion on this, so I
19 did submit a written comment through your website, Little
20 Cottonwood EIS dot UDOT dot Utah.gov.

21 It said, Are you a robot? I clicked, you
22 know, no. I am not a robot, and -- but it didn't show up
23 that it was a -- a -- check marked. So I'm not sure if
24 my written comments were actually accepted by UDOT.

25 So, again, my name is Patrick Lynch. I would

like to have a call back at [REDACTED], which is the business number for Perpetual Storage, or on my cell phone, [REDACTED]. My comments are many, and I -- I think that they should be considered.

I am in concert with the LDS church faults as to what our opinions are of this whole thing. We are not for the gondola. We may be persuaded on expanded bus lanes. We have many other comments.

So if someone could call me back, I'd really appreciate it because it -- it doesn't -- I -- I'm worried that my written comments were not accepted. So again, Patrick Lynch, [REDACTED] or my cell phone [REDACTED]. Thank you very much. Bye.

(End of voicemail.)

* * * * *

CALLER JENNIFER: Hello, my name is Jennifer. I just wanted to comment on the Little Cottonwood Canyon.

I -- my comment is to please -- do not build a gondola in Little Cottonwood Canyon or any of our canyons. The canyons are beautiful mountains of wilderness that are irreplaceable. The gondola will make the canyon feel like an amusement park, not, I'm out in the wilderness. Thank you, bye.

1 (End of voicemail.)

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TRANSCRIBER'S CERTIFICATE

STATE OF UTAH)

) ss

COUNTY OF SALT LAKE)

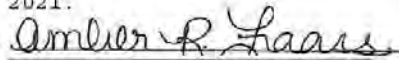
I, Amber R. Fraass, a Utah Certified Court Reporter and Registered Professional Reporter, do hereby certify:

That I listened to the recorded voicemails and took down in shorthand the foregoing on September 15th, 2021.

That I thereafter transcribed my said shorthand notes into typewriting and that the typewritten transcript of said conversation is a complete, true and accurate transcription of my said shorthand notes taken down at said time, to the best of my ability to hear and understand the audio file.

I further certify that I am not a relative or employee of an attorney or counsel involved in said action, nor a person financially interested in said action.

IN WITNESS WHEREOF, I hereby certify this transcript in the County of Utah, State of Utah, this 15th day of September, 2021.



Amber R. Fraass, RPR, CSR

Audio Transcription

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COMMENT #: 13439-13443
DATE: 9/3/21 7:02 PM
SOURCE: Phone Comment
NAME: Phone Comments

COMMENT:

13439_Alexandra Benning
13440_Julie Bagley
13441_Steve Fitzwater
13442_Brieona Pappas
13443_Steve

LITTLE COTTONWOOD EIS VOICEMAILS 3

AUDIO TRANSCRIPTION

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LITTLE COTTONWOOD EIS VOICEMAILS 3
AUDIO TRANSCRIPTION

Reported by: Abigail D.W. Johnson, RPR, CRR, CRC

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1 Alexandra_Voicemail_20210701

2 Hi, this is Alexandra Benning wanting to
3 comment on the EIS for Little Cottonwood Canyon. I
4 just wanted to highlight the fact that the gondola
5 option is not truly a public transit option. And it's
6 not in the best interest for the taxpayers as it only
7 going to private corporations, Alta and Snowbird, and
8 is not trying to limit any skiers or people in the
9 canyon.

10 Also, I think that if we are using
11 taxpayer funds to create so-called "public
12 transportation," that public transportation should be
13 running year round.

14 I am aware that Alta and Snowbird, you
15 know, do not have the same occupancy year round.
16 However, that's why a gondola should not happen, and
17 that a bus system would be a much more feasible option.
18 This would allow travelers to be in the same area.
19 Sorry, I just lost my train of thought.

20 Yeah, I mean, I think the -- gondola poles
21 are a nuisance visually to the Cottonwood Canyons. I
22 think there's a lot of things that happen in Little
23 Cottonwood that do not just include skiing in the
24 winter and this -- and having a bus for those options
25 would be must better.

1 Where the associated costs with running a
2 bus in the long term are higher, but that is also --
3 that a gondola is not running year round. So it seems
4 like a skewed maintenance thing.

5 Yeah, I mean, honestly, it -- the Gondola
6 really just shouldn't be an option. Or if it is an
7 option, then you should have multiple stations to stop
8 at for various back country trailheads, climbing
9 trailheads, hiking trailheads and not just serve two
10 private corporations. Thank you.

11

12 Bagley_Voicemail_20210715

13 Hi, my name is Julie Bagley. I have lived
14 in Utah much of my life and used all three canyons that
15 are close to my home in East Millcreek. My vote is for
16 Plan B in the Little Cottonwood area, the gondola and
17 trail system. Thank you very much.

18

19 Fitzwater_Voicemail_20210707

20 Hey, Sierra, this is Steve Fitzwater. I
21 just wanted to maybe leave a message of my concerns,
22 but I don't know if I'm totally onboard with putting a
23 gondola in the canyon or not. But, you know, ten years
24 back, or so, there was a mountain biking trail going
25 down the canyon. And the forest service shut us down,

1 basically, said water shed issues. But now your
2 gondola is pretty much going to -- the platforms are
3 going to go in the same place the bike trail was. So
4 how does that work?

5 And also, if the gondola does go in, maybe
6 we can put the mountain bike trail back and have that
7 for a fun thing to do in the summertime. But you know,
8 I'm a back country skier, mountain biker. And I just
9 don't know how I feel about spending my tax money on
10 helping out Snowbird and Alta when I would rather just
11 get rid of Snowbird and Alta and everybody can just
12 hike the mountains themselves. Do you know what I
13 mean?

14 Kind of maybe my own selfish opinion, but
15 I don't know how that's going to work for the back
16 country community, but let's maybe consider everybody
17 instead of just the two big corporations in the canyon.
18 I'd appreciate that.

19 Maybe you can pass my message along. I
20 would come to your guys' meeting, but I -- I work, and
21 that's just not possible for me, but I appreciate ya
22 and everything you guys are doing.

23 I know it's not easy. So, I guess,
24 hopefully we can make the right decision, what's best
25 for the community. So have a good afternoon and a good

rest of your week. Thank you very much.

Pappas_Voicemail_ [REDACTED] _20210716

Hi, my name is Brieona Pappas. I am calling about this project. My client owns one of the centers where you are planning to do some parking. And we're just curious on -- we just want to get on the phone with somebody.

If you could please give me a call back. You can reach me [REDACTED], again, Brieona Pappas, [REDACTED]. Thanks, bye.

Steve_Voicemail_ [REDACTED] _20210712

Hey, this is Steve. I was just wanting to make a comment on the proposed tram idea going into Little Cottonwood Canyon. You know, it is right where the old mountain biking trail used to be, basically.

So I was just thinking that if you put in the tram, we should be able to get the mountain biking trail reestablished down the canyon. It could be fun for everyone, and it might even bring some summer use to your tram.

And also, I was wondering about, you know -- about the ones who share the tram with the snowboarders that are going to Snowbird might cause

1 conflict. I personally think the mountains should just
2 be for everybody. That's their choice. But I would
3 like to see it open up to snowboarders.

4 And just also wondering, you know, if
5 Snowbird and Alta are going to pay for this project,
6 seeing how a lot of people don't even -- well,
7 snowboarders can't even go to Alta. So why should they
8 have to pay for it? And, you know, on their taxes and
9 a lot of people in the community don't even ski.

10 So I, personally, feel like Snowbird and
11 Alta should pay for the majority of the project. So I
12 appreciate your time and everything you guys are doing.
13 God bless you and have a good day.

14 (End of audios.)

15 -o0o-

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TRANSCRIBER'S CERTIFICATE

STATE OF UTAH)
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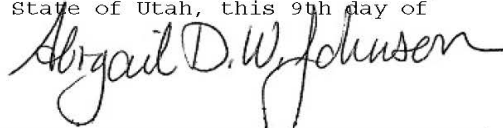
I, Abigail D.W. Johnson, a Register Professional
Reporter, do hereby certify:

That I listened to the recorded audio and took down in
shorthand the foregoing on November 5, 2021.

That I thereafter transcribed my said shorthand notes
into typewriting and that the typewritten transcript of
said audio is a complete, true and accurate
transcriptions of my said shorthand notes taken down at
said time, to the best of my ability to hear and
understand the audio file.

I further Certify that I am not a relative or employee
of an attorney or counsel involved in said action, nor
a person financially interested in said action.

IN WITNESS WHEREOF, I hereby certify this transcript in
the County of Utah, State of Utah, this 9th day of
November, 2021.



Abigail D.W. Johnson, RPR, CRR, CRC
Certified Court Reporter
for the State of Utah

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