

## **APPENDIX 32B**

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### Reproductions of Comments on the Draft EIS

Comments 00001–03086

**COMMENT #:** 1  
**DATE:** 6/25/21 10:55 AM  
**SOURCE:** Email  
**NAME:** Dave Brough

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**COMMENT:**

I note that you have now reduced the LC alternatives to two (bus and gondola), both of which, among other, are expensive and require substantial parking, when my Dual-Mode Advanced Vehicular Endeavor ('DAVE') was cheaper, had higher capacity, was a faster build, was Valley-wide (plus Park City), and eliminated parking lots, just for starters.

Please explain why it was dropped **(32.2.2A)**.

Thank you.

**COMMENT #:** 2  
**DATE:** 6/25/21 11:55 AM  
**SOURCE:** Email  
**NAME:** Julia Geisler

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**COMMENT:**

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

June 25, 2021

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

RE: Salt Lake Climbers Alliance Request for Extension of Environmental Impact Statement Draft Formal Comment Period

UDOT Planners:

The Salt Lake Climbers Alliance (SLCA) welcomes the opportunity to provide input to UDOT's Little Cottonwood Canyon Environmental Impact Statement Draft Alternatives Development and Screening Report. The SLCA is formally requesting an extension of the planned LCC EIS Formal Comment Period from 45 days to 60 days **(32.28A)**.

About the SLCA

The Salt Lake Climbers Alliance is the local climbing advocacy 501(c)(3) non-profit in and around Salt Lake City, Utah. The mission of the Salt Lake Climbers Alliance is to serve as the unified voice of all climbers in the greater Wasatch region, engaging as an advocate to protect outdoor climbing access and as a steward to maintain sustainable climbing resources in the Wasatch and surrounding regions. SaltLakeClimbers.org

The SLCA has reviewed all of the publicly available materials and resources regarding the EIS and has met with stakeholders in an attempt to build partnerships and better understand the problems and solutions presented in the study. After the SLCA's initial review of the Draft Alternatives, it is clear that additional review time is necessary to assess these alternatives, coordinate with other interested stakeholders, and provide meaningful comments so that UDOT can meet its National Environmental Policy Act obligations to be fully informed on the potential impacts of the proposed alternatives. Because of the enormous level of detail involved in the EIS, and all of the associated data and information (including some not yet available, such as mapping detail and engineering specs for the proposed solutions) the SLCA believes that more time is needed for stakeholders of Little Cottonwood Canyon to review and understand the impacts of the EIS and proposed alternatives.

The SLCA recognizes the need of the study and proposed alternatives. Safety and efficiency of roadway travel are essential for users of Little Cottonwood Canyon and also for UDOT. The EIS is the primary method to provide review and stakeholder feedback regarding any changes made to the Canyon. The SLCA is heavily invested in preserving the climbing resources and natural beauty and

appeal of the canyon and finding the solution that best supports those goals. It is essential that during this time period, before decisions are made and funding allocated, that a thorough review and understanding of all the potential impacts from a proposed alternative is completed; in order to do that effectively, 45 days is not enough time.

Julia Geisler, Executive Director

CC: Salt Lake Climbers Alliance LCC EIS Sub-committee Members

Rick Vance, SLCA Board Chair

David Carter

Michael Mason, SLCA GIS Specialist

Mason Baker

Allen Sanderson

Jonathan Knight

Tori Edwards

Timothy Behuniak



**COMMENT #:** 3  
**DATE:** 6/25/21 12:17 PM  
**SOURCE:** Phone Comment  
**NAME:** Doug Black

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**COMMENT:**

Hi, my name is Doug black. I live in Draper Utah. My phone number is 801-509-3664. I was watching a report on KUTV today about the Little Cottonwood. possibly putting in another Lane for buses my comment would be put the other Lane in keep the buses out of the canyon **(32.2.9C)**. And have two lanes up in the morning and two lanes down at night. I'm sure you guys have thought about this, but I don't know what the logistics would be at the top of the canyon dispensing the two lanes. But anyway this my thoughts thought I'd pass it along **(32.2.2D or 32.2.2P)**. My dad used to tell me you can't harvest the crop unless you go out and plant the seed. And I think there's a lot of Truth to that. Anyway, thanks.

**COMMENT #:** 4  
**DATE:** 6/25/21 4:06 PM  
**SOURCE:** Email  
**NAME:** Bill Brass

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**COMMENT:**

My wife and I would strongly advocate for the gondola option. That's 2 votes for the gondola **(32.2.9D)**.

**COMMENT #:** 5  
**DATE:** 6/25/21 11:11 PM  
**SOURCE:** Email  
**NAME:** Andy Odenwal

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**COMMENT:**

Hello,

I'm writing to weigh in on the final 2 options to improve traffic flow up little cottonwood. I use the canyon road at least 50-60 times per year and it's mostly during the winter. It's understood that the bus has some benefits but the gondola seems to be a much lower impact on the environment and would allow more use of the canyon during heavy winter storms. It could minimize risks when avalanches are possible. Also, it would likely allow for people to spread out more **(32.2.9D)**.

Andy

**COMMENT #:** 6  
**DATE:** 6/25/21 11:36 PM  
**SOURCE:** Email  
**NAME:** Tyler Reese

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**COMMENT:**

LCC transit committee,

A BRT system is unfortunately often seen as cheap and will be a turn off for people who don't regularly use public transit, where a gondola will be seen as premium and luxurious. A bus system will look like wider, chunkier roads (32.2.9C), but a gondola looks like a well developed European Mountain. Image isn't everything, but it means something. And a smooth gondola ride is way more pleasant than a bus ride up a windy canyon (32.2.9D)

Best,

Tyler

**COMMENT #:** 7  
**DATE:** 6/26/21 12:40 AM  
**SOURCE:** Email  
**NAME:** Amber Littlewood

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**COMMENT:**

As a resident just off Wasatch and Bell Canyon Rd, I fear for the expansion near my home **(32.2.6A)**. The residents don't want more cars and traffic, nor does anyone else in Utah who cares about the lands. We need better solutions. Not only does a gondola + parking sound far more exciting and effective, it could serve to preserve the lands and homes around it **(32.2.9D)**.

Thank you,

Amber Littlewood

**COMMENT #:** 8  
**DATE:** 6/26/21 1:27 AM  
**SOURCE:** Email  
**NAME:** Gina Burt

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**COMMENT:**

We see the gondolas as being a very unique and convenient mode of transportation for the canyon. Gondolas would be wonderful to have not only during the winter, but also during summertime travel to Snowbird and large events such as Oktoberfest and concerts **(32.2.9D)**.

In addition to enjoying a beautiful scenic ride up the canyon, gondolas could be a convenient way to transport passengers if road closers were to occur due to roadside avalanches or accidents.

Our skiing family is for Team Gondolas!

**COMMENT #:** 9  
**DATE:** 6/26/21 5:07 AM  
**SOURCE:** Email  
**NAME:** Nancy Ockene

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**COMMENT:**

To Whom It May Concern:

We have skied in Europe as well as in Colorado and have experienced the gondola system to the ski resorts. It has always been part of the outdoor experience and we have always loved this mode of transportation.

I'm relieved and happy that both of these options are being considered but it makes more sense to use the gondola option, less impact on the beautiful Little Cottonwood Canyon and what a scenic journey it would be. With an ever growing imprint humans are leaving behind, also more development in the area, especially along Wasatch Road, it is the better, more thoughtful choice to make. Thank goodness someone is taking note. It seems that irresponsible developers have the last say in most of the decision making **(32.2.9D)**.

Respectfully,

Nancy Ockene

**COMMENT #:** 10  
**DATE:** 6/26/21 8:14 AM  
**SOURCE:** Email  
**NAME:** LDS Areyouldsalso

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**COMMENT:**

The list of people who will NOT use the buses or gondola is very large...so the question is, who WILL use it...maybe some skiers during the winter and hikers during the summer **(32.2.6.3C)**.

Who won't use it.

People going on picnics.

People camping.

People living in or visiting Alta (hotels and cabins).

People living in or visiting Snowbird (hotels and cabins).

Bicyclist

Motorcyclist

Backpackers

People simply wanting to go for a ride in the canyons

Skiers who want to snowboard AND ski (can't haul all that stuff on the bus)

Larger families/groups that make the bus more expensive than driving..

In order to use the bus, you have to be able to carry ALL your stuff in your hands and find room for it on the bus. That is just too much of a hassle for most people. PLUS, the poor quality and scheduling of buses is a well-deserved, notorious flop **(32.2.9C)**.

If you want to reduce traffic, reduce development.

And don't even get me started on charging people to drive the canyon unless you are going to forego ALL state and federal highway funds...otherwise we are getting charged twice--through taxes AND tolls **(32.2.4A)**.



**COMMENT #:** 11  
**DATE:** 6/26/21 9:27 AM  
**SOURCE:** Email  
**NAME:** Janet Cook

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**COMMENT:**

Please do not build a 1500 car garage at the base of Little Cottonwood Canyon. Make it a bus terminal, so that people take public transit to the base of the canyon instead of driving their cars **(32.2.6.2.1A)**. All you're doing is increasing the air pollution **(32.10A)** in the valley by making a big garage there.

**COMMENT #:** 12  
**DATE:** 6/26/21 10:07 AM  
**SOURCE:** Email  
**NAME:** Colin Clark

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**COMMENT:**

I am in favor of the Gondola solution because it would become a tourist attraction in and of itself and make it such a pleasant ride up the canyon. It would operate year-round regardless of weather, it would be safe, have more frequent departures, be more enjoyable, have less noise pollution and impact on the water shed, and promote electric transport rather than the gas transport of the buses. The state would not regret making the investment in the gondola long-term, it will become something incredible for the county and state **(32.2.9D)**.

**COMMENT #:** 13  
**DATE:** 6/26/21 10:39 AM  
**SOURCE:** Email  
**NAME:** Diane Schnarr

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**COMMENT:**

I like the widening road. It would be so nice for hikers and bikers in the summer, and it recognizes that the canyon is not just used in the winter **(32.2.9B)**

**COMMENT #:** 14  
**DATE:** 6/26/21 10:39 AM  
**SOURCE:** Email  
**NAME:** Scott Blackwell

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**COMMENT:**

Hello,

If the Gondola plan ends up as the outcome, I think that there should be a recreation pass available, but one that does not allow for parking at Alta or Snowbird. This would prevent people from taking advantage to just go park at the resorts anyway. I think the model of Millcreek canyon is a good one. You can pay for a day or buy an annual pass. As a regular backcountry skier, having access to white pine and other roadside spots is important **(32.2.4A)**. Ensuring that the price is fair and not prohibitive is extremely important so it remains inclusive regardless of whether you have the financial means to ski or just want to go enjoy our beautiful natural resources **(32.2.4A)**.

Second, I believe alta and snowbird should offer a premium parking pass (again could be daily and annual) that is expensive enough where most people would not use it. The revenue coming from this should go towards helping to pay for this project. The resorts will easily make this money up in increased skier traffic plus having skiers on days where they normally wouldn't due to the road closure **(32.2.2F)**.

Finally, I do think skier and snowboarders should more heavily bear this financial burden (I go to snowbird regularly and ski 50+ days per year). Whether that entails the resorts paying for their passholders and daily skiers or the passholders and daily skiers pay more for their passes remains to be seen (it would probably be both in reality). We are the direct beneficiaries of this plan and should be held accountable for our environmental impact **(32.2.4A)**.

Thanks,

Scott Blackwell

**COMMENT #:** 15  
**DATE:** 6/26/21 10:42 AM  
**SOURCE:** Email  
**NAME:** Tracy Maxwell

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**COMMENT:**

I feel like the gondola is a great solution. It will take the load off of the road and reduce emissions **(32.10A)**. I think it would be great to run the gondola all year long as it would provide beautiful views of the canyon and would be something people could do in the summer to get to hiking or other recreation in the canyon **(32.2.9D)**.

**COMMENT #:** 16  
**DATE:** 6/26/21 11:05 AM  
**SOURCE:** Email  
**NAME:** Susan Horvath

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**COMMENT:**

Thank you for the careful and extensive analysis on the best options for SR 210. Our family members are avid skiers and are loyal Alta pass holders. We have lived here for 21 years and the issue of transportation up LCC is near and dear to us.

Personally I still feel the option of a cog train is the best long term option. We have skied at Zermatt in Switzerland, a ski town only accessible by cog train. It works beautifully. Almost immune from natural weather issues, reliable and safe **(32.2.9F)**.

But sticking to the 2 options presented to the public: road widening vs gondola I have to say without a doubt that the gondola is a much much better long term option. Environmentally a much better with less air pollution, less of a ground footprint and less vulnerable to weather conditions **(32.2.9D)**.

Susan Horvath

**COMMENT #:** 17  
**DATE:** 6/26/21 11:20 AM  
**SOURCE:** Email  
**NAME:** Christine Hult

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**COMMENT:**

To Whom It May Concern:

We think the gondola is the best alternative because it has the least long-term impact on the canyon and the environment. We do not need to put more cars or buses on the road, adding more pollution to the already polluted air in Utah **(32.10A)**. The gondola is a very good option and we support it **(32.2.9D)**.

Sincerely,

Christine and Nathan Hult

**COMMENT #:** 18  
**DATE:** 6/26/21 12:22 PM  
**SOURCE:** Email  
**NAME:** Michael Jaffe

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**COMMENT:**

Pro gondola. Just putting my 2 cents in **(32.2.9D)**



**COMMENT #:** 19  
**DATE:** 6/26/21 1:02 PM  
**SOURCE:** Email  
**NAME:** Van Fudge

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**COMMENT:**

I would like to voice my support for the proposed gondola in Little Cottonwood Canyon. This option is the best for several reasons - first, it is the least impactful to the watershed, a priority that supercedes recreation access. Second, it can operate in any weather, a critical aspect of solving the congestion problem. Third, it will be more effective at reducing private transport than offering expanded bus service, I suspect many, myself included, would rather pay a toll than take a bus.

I am a resident of Summit County, UT and frequently visit LCC. Please build the gondola and help us protect the canyon! **(32.2.9D)**

Thank you,

Van Fudge

**COMMENT #:** 20  
**DATE:** 6/26/21 2:25 PM  
**SOURCE:** Email  
**NAME:** Bill Johnson

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**COMMENT:**

The bus option is clearly the most economic and adaptable year-round **(32.2.9B)**. However, it must preserve the ability of cyclists to ride a dedicated bike lane on the uphill side of the road **(32.2.6.3H)**. Thank you, Bill

**COMMENT #:** 21  
**DATE:** 6/26/21 2:37 PM  
**SOURCE:** Email  
**NAME:** Andrew Moeller

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**COMMENT:**

Hello,

My name is Andrew Moeller

I am a Salt Lake resident and part-owner of a home in cottonwood heights. I reviewed the two alternatives on the YouTube video, and I have to say both are unsatisfactory.

First the main problem with traffic in the canyon is access restrictions due to avalanche mitigation and parking. Neither of the alternatives really address these issue directly **(32.7A)**.

Both don't take into account that most people would rather spend an extra half hour in the car rather than go on a gondola or public transport **(32.2.4A)**.

While I think it is a good idea to increase the frequency of bus service in the canyon, I am strongly against widening the road in the canyon for three reasons:

1. The severe environmental impact
2. Cost to taxpayer
3. It is totally un-necessary **(32.2.9C)**

The gondola, likewise is a poorly thought out proposal. Yes while it may be more reliable, people will still rather use their car on the road. If the road is closed, the gondola line is going to be ridiculous, no-one is going to want to wait outside in the freezing snow to get on the gondola. So it literally solves NO problem. Did anyone even think this through? **(32.2.6.5 C and 32.2.9E)**

The snow shelter and berm seems like the most rational low cost short term solution, however if UDOT is serious about addressing the long term sustainability of the growth of traffic in the canyons, the best alternative is to move the traffic away from the avalanche corridor altogether **(32.2.2G)**.

First build a tunnel between Alta and Brighton. Second maintain Guardsman pass open through the winter. Third, build a tunnel from Kimball junction to Solitude/Brighton **(32.2.2H)**.

This would move traffic from the sensitive and constricted Little/big corridors to the much higher capacity I-80 corridor and relive most of the congestion as well as providing faster commute times.

This is certainly within technical feasibility, as many places in the world (ie Switzerland, Norway) have such infrastructure.

The tunnel construction can be paid for using tolls, easing the burden from the taxpayer to the user. (Hell, you could even put trains in there)

Stop with the boondoggles and poorly thought out proposals, and focus on the only long term, sustainable solution: tunnels paid for by tolls

Thanks for listening  
Andrew Moeller

**COMMENT #:** 22  
**DATE:** 6/26/21 3:28 PM  
**SOURCE:** Email  
**NAME:** David Rohde

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**COMMENT:**

I like the idea about a bus service going up little cottonwood canyon every 5 minutes **(32.2.9A)**. How many buses will do that? **(32.2.6.3G)** Then you have to factor in the time of operation. You don't want someone to get stuck up there when the last bus leaves and they don't have any more room of others. Then there's the holiday seasons and times for bus operations then too.

Thanks,

DROHDE

**COMMENT #:** 23  
**DATE:** 6/26/21 3:41 PM  
**SOURCE:** Email  
**NAME:** Mary Beth Whittaker

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**COMMENT:**

Hello,

I support the expanded bus system because it serves a variety of canyon users, including hikers and bikers **(32.2.9B and 32.2.6.3C)**. Potentially, at some point electric buses could be used to protect the airshed **(32.2.6.3F)**.

I am concerned about harming the watershed with the road construction and I prefer that other solutions are considered, such as eliminating private vehicle traffic and using a continuous tram system **(32.2.2B)**.

Like the national parks, the number of visitors will eventually need to be controlled. A tram system could do that. The gondola seems to favor the ski resorts, which may have limited seasons as the snow pack diminishes over time **(32.2.2E)**.

Thank you for your consideration.

Mary Beth Whittaker

**COMMENT #:** 24  
**DATE:** 6/26/21 6:03 PM  
**SOURCE:** Email  
**NAME:** Nancy Wilson

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**COMMENT:**

Instead of widening the road in Little Cottonwood or building an extravagant gondola add regulations and fees to use roadway, just like a parking garage. The only thing that would be free is transit. That way the buses are full, driver user fees help fund, and the canyon is saved **(32.2.4A and 32.2.9A)**.

**COMMENT #:** 25  
**DATE:** 6/26/21 8:44 PM  
**SOURCE:** Email  
**NAME:** Theresa Heinrich

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**COMMENT:**

I read the article about the EIS & gondola project in the Tribune today 6-26-21. I have lived at the mouth of Little Cottonwood Canyon for 23 years. I have watched the traffic in the winter. I am very aware of the congestion. When I am in front of my home shoveling snow I can see the cars go by. A lot of the time there is 1 person in each car. If I leave my house to go to the hospital where I work as a nurse & have I forgotten something & need to turn around to go back there is no way that would work. I have to be in the long line waiting to get up the canyon. The point is I can deal with that. It's only around 15 days per year on average that the traffic is congested. **(32.1.4D)** I knew about this when I built my home. I am very informed. I have attended many Zoom meetings in the past 6 months. The ones I attended were CWC, Save Our Canyons, Save not Pave & Cottonwood Heights City Council. Snowbird & Alta are already at maximum capacity for skiers & snowboarders. Spending tax payers money on a gondola that costs 592 million to build & then an additional 10.6 million to run each year is not the solution **(32.2.9E)**. Where are the ski resorts going to come up with money initially & every year? **(32.2.7A)** Also a gondola eliminates anyone who wants to enjoy LCC while not using the ski resorts **(32.17A)**. The gondolas move 1000 people per hour? We don't want that many people skiing. It doesn't make the experience pleasant

Imagine if you will. You are a 40 year old guy (these are the guys I see in cars every day) you leave your house in Sugar House, then you get off the freeway & slowly bumper to bumper make your way to LaCaille. Then you have to park in an 1800 stall parking garage. You finally get to the gondola & it takes 35 minutes to get to Alta. I just do not see this happening. Skiers don't want to take that much time to get up to the resorts. It is selfish but that is the reality. I haven't even mentioned the fact that they will have to pay. There is no way people will be inconvenienced like this. It is too costly & time consuming. If they closed LCC to traffic then there would be no other option. That would not be fair to hikers & climbers who access the canyon.

I think that a designated bus lane that doesn't have to compete with cars is a great solution **(32.2.9B)**. Fast & frequent bus service could happen a lot sooner than a gondola being built. We could implement fees for cars that have only 1 driver **(32.24C)**. Decrease the fee if people car pool & make people pay for parking. In this way we incentivize use of the canyon without so much impact on resources. Another impact a gondola would have is destroying the beauty of LCC. Who wants to look at gondolas with huge towers in such a beautiful setting as the mountains **(32.17A)**.

**COMMENT #:** 26  
**DATE:** 6/27/21 4:46 AM  
**SOURCE:** Email  
**NAME:** Stephen Rackers

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**COMMENT:**

Please, please, please build a gondola! I believe this option is much better than a bus, which will have many of the same problems as cars. I completely agree with the perspective of “having to take a bus, versus getting to take a gondola **(32.2.9D)**.”



**COMMENT #:** 27  
**DATE:** 6/27/21 9:40 AM  
**SOURCE:** Email  
**NAME:** Emily Pitsch

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**COMMENT:**

Hello,

I am a climber, resort skier and trail runner. LCC is my favorite place to go because the views are amazing. I see the problems in the winter with the traffic but 1) those are a handful of days out of the year **(32.1.4D)** and 2) during avalanche mitigation when the traffic is at its worst on Wasatch blvd the resorts cannot open their lifts anyways. Building a gondola would completely destroy the views in little **(32.17A)**. Most of the hikes starting in the canyon have their best views looking back towards the other side of the canyon. This includes Mt superior/Monte Cristo, red and white pine, pfeifferhorn, Lisa falls, mount baldy, devils castle, the WURL. Additionally LCC is a climbing Mecca that attracts climbers from all over the world because of the pristine granite and amazing views. As a climber I know that LCC is a favorite among climbers in the area, ranking higher than American fork and BCC because of the impeccable climbing. Yesterday I was climbing near the LDS Church vault and admired the beauty of the canyon as I was on top of the climb. These views are unmatched and provide appreciation for nature and therapeutic relief. Driving up the canyon I see people filming their drive as they ascend the beautiful scenery - even people who are not exploring the canyons on foot, enjoy its beauty from their cars. None of this would be happening with a 200 ft gondola tainting the canyon **(32.4B)**. I cannot begin to express the distress and heartbreak I feel for potentially having a gondola in the canyon. This solution would ameliorate a problem for a small fraction of the year and completely destroy the beauty of the canyon for 365 days. Please consider the weight of the the gondola. Making this choice to prioritize ski tourism to 2/6 SLC-proximal resorts over climbing, trail running/hiking, and simply enjoying the canyons is not reasonable. Repercussions for building this infrastructure are enormous. Please do not destroy our canyon **(32.2.9E)**.

**COMMENT #:** 28  
**DATE:** 6/27/21 10:55 AM  
**SOURCE:** Email  
**NAME:** Jilian Jenkins

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**COMMENT:**

To whom it may concern:

As a resident of Utah, living just below the mouth of little cottonwood canyon, we DO NOT want or think that a gondola is a logical solution to the congestion issues. It's not economical and definitely does not maintain the integrity of the area **(32.2.9E)**.

Jilian Jenkins

**COMMENT #:** 29  
**DATE:** 6/27/21 12:20 PM  
**SOURCE:** Email  
**NAME:** Elizabeth King

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**COMMENT:**

Dear Governor Cox and Carlos Braceras,

The neighborhoods of Cottonwood Heights and Sandy made many suggestions for the expansion of UDOT in the canyon. We proposed tunnels, planted cement or metal archways to mitigate sound and pollution **(32.2.2C)**. We designed planted roadways and planted medians. We requested noise enforcement and speed reduction **(32.2.6.2.2A)**.

What are we presented with an expanded road with is an expanded roadway and constant buses. This is completely unacceptable. You implemented none of our suggestions and ignored the community completely **(32.2.6.2.2A)**.

When we vote you out - and I will campaign hard - I hope someone builds a freeway in front of your house. You will both, Cox and Carlos be remembered as the men who destroyed the canyon and ignored the citizens.

Shame on you both,

Dr. E.E. King

**COMMENT #:** 30  
**DATE:** 6/27/21 1:58 PM  
**SOURCE:** Email  
**NAME:** Donald McKenzie

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**COMMENT:**

Gondola Is the best idea for the canyon traffic especially during stormy weather **(32.2.9D)**.

**COMMENT #:** 31  
**DATE:** 6/27/21 4:38 PM  
**SOURCE:** Email  
**NAME:** Jill Harris

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**COMMENT:**

I am firmly against a gondola **(32.2.9E)**

More bus service **(32.2.9A and 32.2.9B)**. Limit parking to ticketed skiers. Parking for bus services located away from Wasatch blvd **(32.2.6.2.1B)**.

Could you also please eliminate the giant billboard at Big Cottonwood. Unsightly **(32.29B)**

**COMMENT #:** 32  
**DATE:** 6/27/21 10:37 PM  
**SOURCE:** Website  
**NAME:** Stephanie Gelman

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**COMMENT:**

To whom it may concern,  
I do not support building a gondola in LCC **(32.2.9E)**. I think it is too expensive and will not solve the traffic problem. I think the best solution is to close the canyon to cars and run buses up the canyon, modeled after Zion NP. **(32.2.2B)**

Sincerely,  
Stephanie Gelman

**COMMENT #:** 33  
**DATE:** 6/28/21 8:16 AM  
**SOURCE:** Website  
**NAME:** Amber Helmer

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**COMMENT:**

I am 100% for the gondola **(32.2.9D)**, the enhanced bus with road widening alternative has much more of an environmental impact than the gondola and is not a good long term solution **(32.2.9C)**. If we currently go with the bus/road widening plan, traffic will still continue as many people will continue to drive their personal vehicles, and the gondola idea will eventually be considered again as the number of people who want to use the mountains keeps increasing. **(32.2.4A)**

If the road is widened this will cause significant delays during construction and will severely impact the canyon in doing so. Putting gondola towers up does not require any widening of the roads and is a considerable amount less of an environmental impact. **(32.4C)**

I also do not think the gondola will be as much of an "eye sore" as some have said, I'd much rather see a gondola and its towers than a snake of cars up and down the canyon, Wasatch Boulevard, and all the way onto the I-215. **(32.17A)**

Next, pollution would be drastically reduced with a gondola- people sit idling in their cars for 2-4 hours on powder days and this would change if we had the gondola. **(32.10A)** Having a gondola up the canyon would also make it easy to travel up/down the canyon and possibly even free up snowplows and cop assistance in the valley, as they won't be stuck up in the canyon like this year and previous years. Less cars and traffic in the canyon also helps with emergency vehicles, I know a lot of accidents happened this year that caused up to 4 hour delays on the roads. **(32.2.9C)**

Lastly, as we move towards the future, gondolas are something that many other countries use and its not just for the privileged. This is a great transportation option that can help reduce pollution and improve the overall experience of anyone who would like to use or access the mountain or anything in the surrounding neighborhoods. Unfortunately, many are resistant to change but this is a change that needs to happen. Widening the road is only putting a bandaid on a problem/wound and will only contribute to the problem in the long term. **(32.2.6.3I)**

**COMMENT #:** 34  
**DATE:** 6/28/21 8:23 AM  
**SOURCE:** Website  
**NAME:** Hannah OC

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**COMMENT:**

I am wondering what will happen to the boulders? Are you breaking them up? Can they be relocated?  
(32.4A and 32.4B)



**COMMENT #:** 35  
**DATE:** 6/28/21 8:44 AM  
**SOURCE:** Website  
**NAME:** Rudiger von Arnim

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**COMMENT:**

I vote for the bus option. It makes a lot of sense! Thanks. (32.2.9B)

**COMMENT #:** 36  
**DATE:** 6/28/21 9:10 AM  
**SOURCE:** Email  
**NAME:** Stewart Landau

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**COMMENT:**

Need a train system or buses **(32.2.9B and 32.2.9F)**. No towers or gondola please **(32.2.9E)**.

**COMMENT #:** 37  
**DATE:** 6/28/21 9:20 AM  
**SOURCE:** Website  
**NAME:** Stan Rosenzweig

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**COMMENT:**

I have attended numerous meetings and followed development to date. I favor the bus and lane expansion alternative. **(32.2.9B)**

**COMMENT #:** 38  
**DATE:** 6/28/21 9:59 AM  
**SOURCE:** Website  
**NAME:** Christopher Balun

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**COMMENT:**

I live in Sandy by 9400S and Highland and I 100% support the Gondola at the La Caille option.  
**(32.2.9D)**

**COMMENT #:** 39  
**DATE:** 6/28/21 10:02 AM  
**SOURCE:** Website  
**NAME:** Erik Sahlin

---

**COMMENT:**

Obviously I agree with La Caille Gondola because it does add some degree of mobility and adding the Enhanced Bus Service would only destroy some beauty of the canyon rather than increase mobility. **(32.2.9D and 32.17B)** Mobility from buses is great, but how reliable will it be during snowstorms and closure? **(32.2.9C)** Widening the road would add more harm to the environment while the gondola would require none. Since the La Caille proposal, I believed it made that gondola option popular more because of the elimination of bus riding and you can just take the car to the parking lot of the gondola. The gondola needs to win! Go Gondola!

**COMMENT #:** 40  
**DATE:** 6/28/21 10:17 AM  
**SOURCE:** Website  
**NAME:** n. edward

---

**COMMENT:**

the gondola is the best option. you can't put off the future by placing more transportation vehicles on the road. the gondola will indeed get use during the summer months if advertised correctly and promoted by the resorts as a mode of transportation. **(32.2.9D)**

**COMMENT #:** 41  
**DATE:** 6/28/21 10:27 AM  
**SOURCE:** Website  
**NAME:** Lee Sendall

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**COMMENT:**

why does the taxpayer have to pay for this, when the resort's up there will be the ones gaining the profit's off this?? (32.2.7A)

**COMMENT #:** 42  
**DATE:** 6/28/21 10:29 AM  
**SOURCE:** Website  
**NAME:** Shayna Pugh

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**COMMENT:**

I am want to express my concern over the future of Little Cottonwood Canyon. Having grown up in the mouth of the canyon, I have a strong interest in protecting the area. With recent population growth and interest in skiing, traffic in the canyon is increasing dramatically during the ski season. There have been several occasions on which my family and I were unable to get back to our home without waiting over an hour for traffic to clear up. While it is true that this problem is in urgent need of a solution **(32.7B)**, I am concerned that several of the recently proposed alternatives will be destructive to the canyon's natural environment.

As you are aware, UDOT has proposed the following solutions to reduce ski traffic problems in the canyon: The Enhanced Bus System with roadway widening, the Enhanced Bus System without roadway widening, the Gondola, and the Cog Rail. Each of these alternatives will have significant environmental impacts on Little Cottonwood Canyon. However, the alternative with the least negative impact on the canyon is the Enhanced Bus System without roadway widening. Through the course of this letter, I will present major reasons to approve the Enhanced Bus System Alternative with no roadway widening. **(32.2.9A)**

One of the primary reasons that I support the Bus Alternative is its relative lack of permanence. The installation of a massive gondola or cog rail is largely irreversible **(32.17A)**. Widening the road for the bus system will also cause damage to the canyon **(32.17B)**. The only relatively permanent aspect of the Bus System would be the large parking lots that must be constructed outside the canyon (these parking lots would have to be constructed for the Gondola Alternative as well). When choosing between several potentially destructive solutions, it is best to start with the least permanent solution then adapt to improve as needed. **(32.2.9A)** Approving the Bus Alternative will protect the canyon from the permanent installations involved with other alternatives.

UDOT recently constructed an Environmental Impact Statement (2020) which covers the effects of each alternative. This statement included several categories of natural environment impacts including floodplains, wetlands, streams, and critical habitat. For each of these categories, the Enhanced Bus System without roadway widening had either the lowest or equal impact. Additionally, the Enhanced Bus System alternatives were the only alternatives consistent with local and USDA Forest Service plans for the area. This study makes it clear that the Enhanced Bus System without roadway widening is the most environmentally-friendly option.

Supporters of the other alternatives claim that the bus systems would cause excessive carbon emissions making it less beneficial to the environment. However, according to a review of UDOT's Environmental Impact Statement done by Friend's of Alta, "UTA has received a \$14 million grant to install 20 more electric buses." Using these electric buses would greatly reduce the carbon emissions associated with bus alternatives. **(32.2.6.3F)**

Another important consideration is that Little Cottonwood Canyon is home to a watershed. Both the cog rail and the road widening alternatives will require construction that clears a wide section of the canyon. **(32.12A, B, and C)** The plans for the gondola include 23 towers in the canyon. The build-up of sedimentation that often results from intensive construction could be harmful to water quality **(32.12A)**. In a time when Utah's drinking water is decreasing due to less snowmelt, it is risky to start construction projects near the Little Cottonwood watershed. The Enhanced Bus System without roadway widening will involve the least amount of construction in the canyon.



The best course of action to protect Little Cottonwood Canyon is to start with the Enhanced Bus System Alternative without widening the road. This alternative is the least permanent, least expensive, and most environmentally friendly option. If the Enhanced Bus System Alternative alone is not enough, other methods to improve the efficiency of the system can be implemented. For example, tolling cars with single riders may incentivize carpooling and using buses over cars. **(32.2.9A)**

As someone who has enjoyed exploring the canyon's natural beauty my whole life, I hope that you will consider approving the Enhanced Bus System Alternative without roadway widening

**COMMENT #:** 43  
**DATE:** 6/28/21 10:55 AM  
**SOURCE:** Website  
**NAME:** Taylor Anderson

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**COMMENT:**

Buses would serve the entire canyon **(32.2.6.3C)**. Gondola serves only the resorts and nearby backcountry. Make it truly transit-only (plus people on bikes), not flex lanes that allow people to drive in them. **(32.2.6.3B)**

**COMMENT #:** 44  
**DATE:** 6/28/21 11:05 AM  
**SOURCE:** Website  
**NAME:** Rachel Petersen

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**COMMENT:**

As a member of the community, I respectfully ask my comments on this matter to be considered. After reviewing both proposed options, the Gondola B is the best option to move forward with. With the high risk of avalanche danger, a gondola would be the best way to get people in and out of the canyon unaffected and avoid the 2+ hour back up we saw in the 2020 avalanche/car accident. **(32.2.9D)** It would allow the beauty of the canyon to be enjoyed and preserved **(32.17A)**, and is something that could be operated year round. This could be a great addition to Utah's many attractions. Finally, Salt Lake's winter pollution is a very serious matter. Eliminating as many cars and busses in the canyon to be replaced by a "green", environment friendly alternative gondola would make a huge, positive impact on our city and residents health. **(32.10A)**  
Thank you.

**COMMENT #:** 45  
**DATE:** 6/28/21 11:19 AM  
**SOURCE:** Website  
**NAME:** Layne Papenfuss

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**COMMENT:**

I am in favor of the bus option, as the faster alternative. The buses could still be used in the canyon or other areas around salt lake county, and I believe would help alleviate congestion year round better than a gondola **(32.2.9B)**.

**COMMENT #:** 46  
**DATE:** 6/28/21 11:21 AM  
**SOURCE:** Website  
**NAME:** Steven Jepperson

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**COMMENT:**

I believe it would be a serious mistake to put all your capital into one fixed solution as the Tram would be. **(32.2.9E and 32.2.6.5A)**

Every previous effort to upgrade public transportation has not gone as planned. Projections were off, assumptions proved invalid, by the time the solution was up and running conditions had changed.

With the TRAM you are committing to a single\fixed answer that we would be committed to indefinitely. While the Bus solution has its weaknesses, we could make adjustments as warranted. **(32.2.6.3D)**

**COMMENT #:** 47  
**DATE:** 6/28/21 11:33 AM  
**SOURCE:** Website  
**NAME:** Andy White

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**COMMENT:**

One of the publicized negative points of the bus alternative remains the cost of that many busses. SPLIT the cost with National and/or State Parks who are using more and more busses DURING THE CANYONS' OFF SEASON. It's a win-win. **(32.2.6.3E)**  
Though electric busses may be more expensive NOW, Their cost is dropping and electric is the mode of the future. Get on board. **(32.2.6.3F)**

**COMMENT #:** 48  
**DATE:** 6/28/21 11:35 AM  
**SOURCE:** Website  
**NAME:** Mark Williams

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**COMMENT:**

I love going up the canyon, and I can agree that there is a problem that needs to be addressed. Out of all the options, I urge UDOT to choose the gondola option. The economic impact is low. And instead of just jumping on the bus, a gondola could create a high quality experience for the community. A bus has no draw. But a gondola would be something that could benefit and become a positive draw for the city and even the state. Please don't do the bus route! **(32.2.9D)**

**COMMENT #:** 49  
**DATE:** 6/28/21 12:10 PM  
**SOURCE:** Website  
**NAME:** Daniel Dean

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**COMMENT:**

I would like express my support for the Enhanced Bus With Shoulder Widening alternative. **(32.2.9B)** I cannot support the gondola alternative due to the limited capacity of the proposed gondola, the significantly longer travel time, the deep cuts that are made to the capacity of the mobility hubs under the gondola alternative, and the gondola's impact to the viewshed. **(32.2.9E and 32.17A)**



**COMMENT #:** 50  
**DATE:** 6/28/21 12:22 PM  
**SOURCE:** Website  
**NAME:** Liz Dean

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**COMMENT:**

I would like express my support for the Enhanced Bus With Shoulder Widening alternative. **(32.2.9B)** I cannot support the gondola alternative due to the limited capacity of the proposed gondola, the significantly longer travel time, the deep cuts that are made to the capacity of the mobility hubs under the gondola alternative, and the gondola's impact to the viewshed. **(32.2.9E and 32.17A)**

**COMMENT #:** 51  
**DATE:** 6/28/21 12:23 PM  
**SOURCE:** Website  
**NAME:** Ronald Steele

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**COMMENT:**

I like the enhanced bus service option, but suggest you consider one reversible direction bus lane in the middle, separated by jersey barriers so cars can't poach it, slide off into it, or otherwise impede traffic on it. This option should cost less than two shoulder lanes, and have less environmental impact. From 6:00 AM to 12:00 noon, the bus lane would be open to up-canyon bus traffic, and from 12:30 - 7:00 PM, it would be open to down-canyon traffic. Generally speaking, buses should be able to maintain schedule when using regular lanes going the opposite direction to the reversible bus lane. One problem that could arise with this approach is when a bus breaks down inside the reversible lane, but this should not be very common **(32.2.2D)**.

**COMMENT #:** 52  
**DATE:** 6/28/21 12:27 PM  
**SOURCE:** Website  
**NAME:** Brian Buse

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**COMMENT:**

I support the Gondola 2 project **(32.2.9D)**. After driving in Little Cottonwood for the last 26 years, I believe expanding the road isn't a good option **(32.2.9C)**. When it snows the wider road will just end up being two lanes, as it does now, or you'll have buses sliding into cars which will likely close the road. Buses will still get stuck in the resorts parking lots creating delays. People will "poach" the bus lanes on busy days unless the lanes are constantly monitored **(32.2.6.3B)**. Avalanche hazard and plowing will remain an issue as well. The gondola will get people off the road and also provide an additional clean, year round, tourist attraction separate from the ski resorts. The gondola will remain open even when the road is closed for avalanche work and plowing **(32.2.9D)**. A hiking and biking trail could also be developed under the lift line. In conclusion, I think the Gondola B project is the long term solution for transportation in Little Cottonwood Canyon. Thank you.

**COMMENT #:** 53  
**DATE:** 6/28/21 12:38 PM  
**SOURCE:** Email  
**NAME:** Leslie Moss

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**COMMENT:**

My vote is NO on the Gondola **(32.2.9E)**

**COMMENT #:** 54  
**DATE:** 6/28/21 12:52 PM  
**SOURCE:** Website  
**NAME:** Brian Powell

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**COMMENT:**

I prefer the gondola over widening the road. The environmental impact of the salty roads would hurt that area **(32.12B)**. the safety factor for the gondola seems better as well. The gondola would be a cool attraction for tourism and as a better method for frequent skiers and snowboards to commute and not add to traffic **(32.2.9D)**.

**COMMENT #:** 55  
**DATE:** 6/28/21 1:16 PM  
**SOURCE:** Website  
**NAME:** Briana Charchafliah

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**COMMENT:**

I am strongly in support of widening the ppsl roadway as it will have the least impact on the climbable boulders in the area. **(32.2.9B)**

**COMMENT #:** 56  
**DATE:** 6/28/21 1:20 PM  
**SOURCE:** Website  
**NAME:** Dave Brough

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**COMMENT:**

To me, it's simple: if the Project can expand to include cograil, it can be expanded to include cograil+car. Which, in addition to being door-to-door, autonomous, a quicker, cheaper and cleaner build, DAVE is.

Please to this request. **(32.2.2A)**.

**COMMENT #:** 57  
**DATE:** 6/28/21 2:35 PM  
**SOURCE:** Website  
**NAME:** Ross Hinman

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**COMMENT:**

I am a firm believer in the expanded bus service, providing an adaptable solution to the crowded roads up Little Cottonwood Canyon. **(32.2.9A and 32.2.9B)** I am sure no one there remembers the Great Salt Lake flooding debacle, we spent millions buying and installing natural gas powered pumps to lower the water level in the GSL, however now we have them, they are not required. There is no guarantee we will receive a huge snowpack over the next 5, 10, or even 25 years. **(32.2.2E)**

If you invest in a gondola plan B, and there is a complete draught over the next 20 years, the engineers at the DOL, will indeed look like young, inexperienced dreamers with no thought to a budget or common sense. **(32.2.2E)** Scrap the financial commitment to a gondola, if it is not needed in a few years, we will not have a huge outlay of state tax dollars for a transportation service which is not required. Buses can be sold, a gondola is there forever and cannot provide service to people who are not present.

Seriously, be sensible... Ross Hinman



**COMMENT #:** 58  
**DATE:** 6/28/21 2:36 PM  
**SOURCE:** Phone Comment  
**NAME:** Bonnie Powers

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**COMMENT:**

Hi, my name's Bonnie Powers. My comment is this on gondolas. There are people that ski that are afraid of heights and it's not it's a real condition. Those skiers can do fine on chairlifts. They can also get used \$2,000 on the ski hills themselves. But to ride a gondola over an entire Canyon I think would be a serious problem for those people because it is real believe me. I I've suffered that condition and this guy right at Lagoon even scares me. So I think you need to account for some of that money everybody. I don't think would be comfortable with that. So I do not prefer \$1. So that's my comment. I hope you will take this into consideration ma'am. **(32.29C)**

**COMMENT #:** 59  
**DATE:** 6/28/21 2:57 PM  
**SOURCE:** Website  
**NAME:** Warren Beckcom

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**COMMENT:**

Do not implement the tolling infrastructure **(32.2.4A)**. I lived in NYC forty years with jobs and a business in NYC and northern NJ - a land of tolls. Tolls always impede traffic flow **(32.2.4A)**. Bus travel will be negatively affected. To be effective on big snow days, tolls may have to be \$200 to discourage car travel **(32.2.4A)**. On ordinary days, Snowbird with its now in place reservation parking fees would be competing with tolls. The result will be to discourage skiers from buying season passes for either Snowbird or Alta.

\$5 million is an exorbitant amount to pay for a toll structure and the booth will always have to be manned. **(32.2.7B)** Not everyone will have electronic passes.

**COMMENT #:** 60  
**DATE:** 6/28/21 3:11 PM  
**SOURCE:** Website  
**NAME:** Ryan Selfaison

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**COMMENT:**

Please stop trying to build your damn gondola in LCC! **(32.2.9E)** The impact of trying to cater just to the ski resorts fails to take into account the hundreds of thousands of people who flock to Little Cottonwood to climb. Beyond this, you will be destroying countless boulders whose history is integral to the climbing community. Especially with the increase in popularity due to the Olympics, destroying thousands of climbs will be a grave mistake. **(32.4B)** Please do not cater to just one sport. Take everyone's opinion into account. Do not destroy the canyon anymore than it already has been!

**COMMENT #:** 61  
**DATE:** 6/28/21 4:03 PM  
**SOURCE:** Website  
**NAME:** Brian Summers

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**COMMENT:**

What about a boring company tunnel? <https://www.boringcompany.com/tunnels> (32.2.2C)

**COMMENT #:** 62  
**DATE:** 6/28/21 4:44 PM  
**SOURCE:** Website  
**NAME:** Grady Kohler

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**COMMENT:**

I highly prefer the Gondola B option. The impacts during construction and use are so much lower. I also believe adoption will be greatly increased. **(32.2.9D)**

**COMMENT #:** 63  
**DATE:** 6/28/21 4:47 PM  
**SOURCE:** Website  
**NAME:** Marshall Burt

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**COMMENT:**

I prefer the gondola option regarding the lcc traffic options. There isn't a perfect solution, but the gondola provides consistent travel times regardless of weather which is the key factor for me. It's when it snows that traffic is the worst. Gondola also provides safe way up and down when there's an avalanche. **(32.2.9D)**

**COMMENT #:** 64  
**DATE:** 6/28/21 4:49 PM  
**SOURCE:** Website  
**NAME:** Tosh Martin

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**COMMENT:**

The gondola is a very exciting idea and one that should definitely be implemented. The environmental issues surrounding Little Cottonwood are only going to increase, and putting a green solution in place NOW is the best way to stop this from happening. **(32.2.9D)**

**COMMENT #:** 65  
**DATE:** 6/28/21 4:56 PM  
**SOURCE:** Website  
**NAME:** Paul Oberkircher

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**COMMENT:**

Gondola would be better solution. **(32.2.9D)** No pollution and most important no snow day impact that a bus would have. I cant imagine being stuck on a bus for hours. **(32.2.9C)**  
No additional roads/salt/oil. **(32.12B)**



**COMMENT #:** 66  
**DATE:** 6/28/21 5:03 PM  
**SOURCE:** Website  
**NAME:** Tyler Bott

---

**COMMENT:**

I like the idea of the gondolas. It provides a unique and very scenic ride and leaves the road open for service and emergency vehicles. Statistically speaking gondola rides are a much safer option over buses. Therefore I support the gondola option **(32.2.9D)**

**COMMENT #:** 67  
**DATE:** 6/28/21 5:23 PM  
**SOURCE:** Website  
**NAME:** richard maxfield

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**COMMENT:**

As a resident of Salt Lake City, the road widening is the better option rather than the gondola. **(32.2.9B)**  
A better still option would be a light rail or mono rail that could eventually transport people to park city.  
With continuous routes down both big and little cottonwood as well as parley's canyon. Think like BART  
- a long term plan for long term solutions. Imagine catching a train at the airport which whisks you to  
your ski resort. **(32.2.2I)**

**COMMENT #:** 68  
**DATE:** 6/28/21 5:26 PM  
**SOURCE:** Website  
**NAME:** Austin Whitehead

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**COMMENT:**

I support adding a bus-exclusive lane in Little Cottonwood canyon. It seems this would give us the most flexibility in the future, could offer safer bike access in the summer, and makes the most sense financially. **(32.2.9B)** Disincentivizing car travelers (especially solo ones) will be just as important for this plan. I would love to see creative solutions that generate revenue equitably - charging rental car companies, sliding scale fees, incentives for car-pooling, etc. **(32.2.4A)**

**COMMENT #:** 69  
**DATE:** 6/28/21 6:47 PM  
**SOURCE:** Website  
**NAME:** Erica Marken

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**COMMENT:**

I'm advocating for the road. **(32.2.9B)** The gondola towers are just too much of an eyesore **(32.17A)** and take a lot longer than the bus to get people to the ski resorts. **(32.2.9E)** A wider road could accommodate bikers during the off season.

**COMMENT #:** 70  
**DATE:** 6/28/21 7:00 PM  
**SOURCE:** Website  
**NAME:** Madeline voloshin

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**COMMENT:**

Hello,

My name is Madeline Voloshin and I am a local here in SLC. As an avid rock climber, the two proposed alternatives stated in the Environmental Impact statement are detrimental to the climbing in Little Cottonwood Canyon. **(32.4A and 32.4B)**

The canyon is used for many other outdoor activities YEAR ROUND and its use extends beyond the ski areas at the top of the canyon. The proposed alternatives could potentially destroy over 110 boulder problems, some of which have been historically important to the growth and development of the sport. **(32.4A and 32.4B)**

As a member of the community, I am requesting an extension of the formal commenting period from 45 to 60 days in order to fully address and understand the impacts these transportation alternatives will have on the canyon. **(32.29A)**

Regards,

Madeline Voloshin

**COMMENT #:** 71  
**DATE:** 6/28/21 7:57 PM  
**SOURCE:** Website  
**NAME:** Dave Tucker

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**COMMENT:**

Gondola is the best choice. (32.2.9D) Paint it camouflage. No tolls needed, tourism and tax dollars pay for our roads. OK if ski resorts charge for parking. (32.2.4A)

**COMMENT #:** 72  
**DATE:** 6/28/21 8:08 PM  
**SOURCE:** Website  
**NAME:** Jess Holzbauer

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**COMMENT:**

I support the construction of a gondola to reduce emissions, increase reliability when there are big storms, reduce the instances of tourists with limited snow driving experience being in the canyon, and increasing the enjoyment of traveling up and down the canyon. **(32.2.9D and 32.10A)** The buses are hot, cramped and smelly, coupled with the twists and turns of the road, this makes for a very unpleasant experience. **(32.2.9C)** I suggest that the gondolas have seating and ski storage outside the carriage.

**COMMENT #:** 73  
**DATE:** 6/28/21 8:28 PM  
**SOURCE:** Website  
**NAME:** Clara Bachman

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**COMMENT:**

Put a gondola with a parking garage at the bottom of the canyon. Think about the environment, more pollution from cars will not help preserve the area. The UTA busses genuinely did nothing to help traffic in previous years, why would it help now that it's busier than ever? **(32.2.9C and 32.2.9D)**



**COMMENT #:** 74  
**DATE:** 6/28/21 8:36 PM  
**SOURCE:** Website  
**NAME:** Spencer Griffin

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**COMMENT:**

I am all for the gondola simply because I feel people would be more likely to use them. I would love to take a gondolas ride through the mountains and it would itself be a draw for people to visit. It also provides redundant methods of getting up to the resorts during snow storms. **(32.2.9D)** My one concern is the cost and I am hesitant if the taxpayer is paying for the entirety of either project. I would hope that the resorts would be contributing to either solution. **(32.2.7A)**

**COMMENT #:** 75  
**DATE:** 6/28/21 9:33 PM  
**SOURCE:** Website  
**NAME:** Ran Yehushua

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**COMMENT:**

I am in strong support of the express bus lane option with frequent busses. This will have a much lighter impact on the conservation of untouched backcountry of little cottonwood **(32.2.9B)**

**COMMENT #:** 76  
**DATE:** 6/28/21 9:43 PM  
**SOURCE:** Website  
**NAME:** Billy Schmohl

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**COMMENT:**

I understand the benefits and viabilities of both solutions. With the exception of a select few, users of Little Cottonwood Canyon will not utilize bus service. **(32.2.4A)** Cars do not belong in the canyon. An incentive structure needs to be created to encourage the use of alternative transportation. A toll system would be a good example. **(32.2.4A)** A gondola as a form of transportation has been remarkably successful in Telluride and all over Europe. Users are asking for this resource and will use it. As a canyon employee, it would be a privilege to send everyone down the canyon in a gondola, instead of having everyone idle for hours waiting for slideoffs to get cleared. **(32.2.9D)** Buses will continue to sit in traffic during storms with or without a private lane. **(32.2.9C)** Users will likely use the lane to their benefit, adding strain to UPD resources. **(32.2.6.3B)** Let's remove cars from the canyon by developing a gondola system.

**COMMENT #:** 77  
**DATE:** 6/28/21 10:31 PM  
**SOURCE:** Email  
**NAME:** Barbara Riser

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**COMMENT:**

Please, No expensive Gondola. (32.2.9E) People need to get used to taking the bus. (32.2.9B)

**COMMENT #:** 78  
**DATE:** 6/28/21 10:50 PM  
**SOURCE:** Website  
**NAME:** Paul Winter

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**COMMENT:**

I go up Little Cottonwood 100 times a year. I vote gondola for sure! less traffic more peaceful and a beautiful way to travel. (32.2.9D)

**COMMENT #:** 79  
**DATE:** 6/28/21 11:11 PM  
**SOURCE:** Website  
**NAME:** Trey Zobell

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**COMMENT:**

I know there are some environmental concerns about the whole situation with the gondola being a tourist attraction and turning the canyon into a amusement park. I think you need to remember that little cottonwood is already a major tourist attraction. I think if tourist want to ski Alta or Snowbird they will go do it regardless of whether there is a bus or a gondola system. I think the major impact will be in the summer operation. I think it is safe to assume there will be increase traffic to snowbird summer resort with a gondola which could have a positive affect on the economy if handled well. **(32.20A)**

I myself like the idea of the gondola system mainly due to the ability to operate during avalanche road clearances and storms. I like how the gondola offers a safer option during storms to stay off the roads. **(32.2.9D)** Is what I am worried about is the visual impact a gondola is going to have in LCC. You're defiantly going to be able to see the gondola throughout the canyon, and I am worried it might dampen the canyon beauty. **(32.17A)**

**COMMENT #:** 80  
**DATE:** 6/29/21 3:06 AM  
**SOURCE:** Website  
**NAME:** Stuart Browne

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**COMMENT:**

Build for the future, not the current. Bus proposal while cheaper, may not handle skier volume. Additionally, buses impacted by weather and other drivers. **(32.2.9C)**

SLC needs to add light rail to gondola, airport to ski resort by mass transit will increase tourism to SLC over option in CA or CO. **(32.2.2I)**

Tag a small tax onto ski passes that provide access to Snowbird and Alta, to offset costs. **(32.2.7A)**

**COMMENT #:** 81  
**DATE:** 6/29/21 7:18 AM  
**SOURCE:** Website  
**NAME:** Jennifer Treadway

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**COMMENT:**

No gondola, please! **(32.2.9E)** Sure, they are sexy but busses are the best, most affordable option. My kids ski Alta every winter and I am looking forward for them to be old enough to take the bus. **(32.2.9B)**



**COMMENT #:** 82  
**DATE:** 6/29/21 8:27 AM  
**SOURCE:**  
**NAME:** Phillip Thompson

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**COMMENT:**

I am strongly in support of having a dedicated bus lane for Little Cottonwood Canyon. This method of public transportation will be much lower impact on the existing canyon, and will provide better access for more people. **(32.2.9B)** I am strongly against the gondola not only because of the visual blight it will create, **(32.17A)** but because it will continue to cause more traffic buildup at the canyon mouth. **(32.2.9E and 32.7B)** Thank you.

**COMMENT #:** 83  
**DATE:** 6/29/21 9:17 AM  
**SOURCE:** Website  
**NAME:** Robin Fults

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**COMMENT:**

The Little Cottonwood Canyon boulders are extremely important to a large number of Salt Lake county residents and beyond. Climbing routes found on these boulders are world class and are visited by and important to the climbing community.

Damaging or removing these boulders to allow tourists to more easily travel up to resorts would be a disservice to the local community and should be avoided at all costs. **(32.4A and 32.4B)**

**COMMENT #:** 84  
**DATE:** 6/29/21 9:26 AM  
**SOURCE:** Website  
**NAME:** Jim Baker

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**COMMENT:**

Either preferred alternative solutions should offer the relief the immediate future for the current traffic congestion and avalanche problems. The cost between the two are appreciable when comparing the installation and long term operating costs.

The enhanced bus service in peak period shoulder lane alternative would allow for future innovations in the type, style and power trains of the existing buses. If we can ween ourselves off from fossil fuels the opportunities are exciting. **(32.2.6.3F)** With climate change it could happen soon than we think.

The gondola alternative B is an exciting approach to the transportation issue. Unfortunately it does not allow as much flexibility in the future. **(32.2.6.5A)** Upgrades will probably become available, but with expensive results. The other caveat is standing in lift lines before you even get to the resorts.

**(32.2.6.5C)**. I prefer the enhanced bus service in peak period shoulder lane alternative. **(32.2.9B)** That being said Alta and Snowbird need to step up to the plate in providing adequate day facilities for changing areas and personal gear storage at the resort terminals of either solution.

**COMMENT #:** 85  
**DATE:** 6/29/21 9:55 AM  
**SOURCE:** Website  
**NAME:** Randy Vannurden

---

**COMMENT:**

I feel the visual impact of a gondola running through canyon would be far too great. **(32.17A)** I dont think it would be enough to deter people from using the road. it seems like it would only benefit the ski areas. Enhanced bussing systems work, and they work for more people than just resort users. **(32.2.9A)** Access to ALL of the canyon **(32.2.6.3C)**, and reducing visual impacts should be top priorities.

**COMMENT #:** 86  
**DATE:** 6/29/21 9:56 AM  
**SOURCE:** Website  
**NAME:** Brian Gray

---

**COMMENT:**

For any plan, please take into account the climbing, hiking, and bouldering impacts. According to the Salt Lake Climbers Alliance, the gondola option would impact several boulders in the canyon. These boulders are gems to the climbing community. I learned how to climb and attained a greater appreciation for the nature and geography of Utah on these boulders. **(32.4B)**

Thank you.

**COMMENT #:** 87  
**DATE:** 6/29/21 10:00 AM  
**SOURCE:** Website  
**NAME:** Mike Kraszewski

---

**COMMENT:**

This is absurd. There is a lot of history in the canyon they are going to lose, forever. **(32.2.9G)**

**COMMENT #:** 88  
**DATE:** 6/29/21 10:58 AM  
**SOURCE:** Website  
**NAME:** Alex Gordon

---

**COMMENT:**

Hello,

If you choose to expand the size of the road to include a bus lane, could you please consider putting a barrier between the bus lane and the main traffic lane?

I have seen yellow flexible posts that seem to work well at making a division between traffic. My concern is that during the summer people will cut corners and drive into the bus lane. While road biking up the canyon, I see people drive far into the shoulder because they get fatigued by all of the turns, and this makes it dangerous for road bikers. If there was a bus lane that pedestrians could use in the summer, you would make a world class road biking area, that would be a great benefit to the community. **(32.2.6.3J)** Look at how popular sr 65 and mill creak canyon are when the road is closed to traffic. Thank you

**COMMENT #:** 89  
**DATE:** 6/29/21 11:12 AM  
**SOURCE:** Website  
**NAME:** Cameron Carter

---

**COMMENT:**

I greatly prefer the gondala because of it's attractiveness and environmental impacts. Expanding roadway and bus routes would be bad for air quality and the canyon landscapes. **(32.10A and 32.17B)**  
I also believe the gondala would be fun and attractive for not just skiiers. **(32.2.9D)**



**COMMENT #:** 90  
**DATE:** 6/29/21 11:13 AM  
**SOURCE:** Website  
**NAME:** Kaelene Schoen

---

**COMMENT:**

Gondola PLEASE!!! (32.2.9D)

**COMMENT #:** 91  
**DATE:** 6/29/21 11:14 AM  
**SOURCE:** Website  
**NAME:** Ornella Dalla Bona

---

**COMMENT:**

in favor of the gondola **(32.2.9D)**

**COMMENT #:** 92  
**DATE:** 6/29/21 11:14 AM  
**SOURCE:** Website  
**NAME:** Paul Christiansen

---

**COMMENT:**

I would like to see the costs associated w/ the Gondola option. (32.2.7C)

**COMMENT #:** 93  
**DATE:** 6/29/21 11:14 AM  
**SOURCE:** Website  
**NAME:** Josh Fisher

---

**COMMENT:**

Gondola, please! It's the most efficient and effective solution for the long term. **(32.2.9D)**

**COMMENT #:** 94  
**DATE:** 6/29/21 11:15 AM  
**SOURCE:** Website  
**NAME:** Mike McCabe

---

**COMMENT:**

I support the gondola **(32.2.9D)**

**COMMENT #:** 95  
**DATE:** 6/29/21 11:15 AM  
**SOURCE:** Website  
**NAME:** Eric Liljenquist

---

**COMMENT:**

Gondola much preferred option. **(32.2.9D)**

**COMMENT #:** 96  
**DATE:** 6/29/21 11:15 AM  
**SOURCE:** Website  
**NAME:** Magali Lequent

---

**COMMENT:**

I support the enhanced bus system option, it is the option that is the most sustainable for the environment and that serves different users. **(32.2.9B)** The gondola options are too expensive and aren't cater only to resort users. Getting users to its base will cause just as much traffic (as the buses parking can be on different locations and farther away. **(32.2.6.5E)** Please continue to allow parking alongside the road above snowbird, it is important for Backcountry users. **(32.2.9H)**

Thank you  
Magali

**COMMENT #:** 97  
**DATE:** 6/29/21 11:15 AM  
**SOURCE:** Website  
**NAME:** Michael Rutter

---

**COMMENT:**

I support the gondola **(32.2.9D)**



**COMMENT #:** 98  
**DATE:** 6/29/21 11:15 AM  
**SOURCE:** Website  
**NAME:** McKay Wilson

---

**COMMENT:**

I am in full support of a gondola. **(32.2.9D)**

**COMMENT #:** 99  
**DATE:** 6/29/21 11:15 AM  
**SOURCE:** Website  
**NAME:** Tom Merchant

---

**COMMENT:**

I would prefer LCC mass transportation via a gondola. It would be attractive to visitors and em love less road traffic. **(32.2.9D)**

**COMMENT #:** 100  
**DATE:** 6/29/21 11:15 AM  
**SOURCE:** Website  
**NAME:** Mary Collard

---

**COMMENT:**

I would like to see the Gondola option approved. **(32.2.9D)** I am not in favor of adding lanes or more buses. **(32.2.9C)**

**COMMENT #:** 101  
**DATE:** 6/29/21 11:15 AM  
**SOURCE:** Website  
**NAME:** Iva Williams

---

**COMMENT:**

I am in support of the gondola **(32.2.9D)**

**COMMENT #:** 102  
**DATE:** 6/29/21 11:16 AM  
**SOURCE:** Website  
**NAME:** Nicholas Ward

---

**COMMENT:**

I support the Gondola option augmented by bus service. **(32.2.9D)**

**COMMENT #:** 103  
**DATE:** 6/29/21 11:16 AM  
**SOURCE:** Website  
**NAME:** Margot Pauni

---

**COMMENT:**

I'm in favor of the gondola option for reducing traffic up the canyon. It's a much safer option for winter ski travel. **(32.2.9D)**

**COMMENT #:** 104  
**DATE:** 6/29/21 11:16 AM  
**SOURCE:** Website  
**NAME:** Brad Barton

---

**COMMENT:**

My family and I have been going up LCC for generations. We would absolutely love to see this manifest. It would make the transit so much more efficient and also sometime we don't even go up because of the parking nightmare. This would solve these issues as well. We fully support! **(32.29D)**

**COMMENT #:** 105  
**DATE:** 6/29/21 11:16 AM  
**SOURCE:** Website  
**NAME:** Brian Vansteenkiste

---

**COMMENT:**

I am strongly AGAINST the Gondola option. **(32.2.9E)** I am for the bus option. **(32.2.9B)**  
I wish the cog rail would have replaced the bus option. **(32.2.9F)**  
I am a Utah transplant having moved here in 2004. I worked at Snowbird for a decade. I am a business owner and a home owner. I pay taxes in 2 Salt Lake County municipalities and to 3 school districts. The Gondola is a sham and tax dollars should not support a novelty that benefits 2 private businesses. Buses make more sense and won't harm the environment PERMANENTLY like a gondola would. **(32.2.9E)** Water quality and environmental protection should supercede ALL other considerations. **(32.2.9I)**  
The Gondola is a private business sham.



**COMMENT #:** 106  
**DATE:** 6/29/21 11:16 AM  
**SOURCE:** Website  
**NAME:** Miguel Rovira

---

**COMMENT:**

I support the gondola proposal. We need to reduce the amount of traffic emissions going into our canyons. (32.2.9D and 32.10A)

**COMMENT #:** 107  
**DATE:** 6/29/21 11:16 AM  
**SOURCE:** Website  
**NAME:** Clay Jones

---

**COMMENT:**

A Gondola would be the most efficient and effective way to help relieve congestion in Little Cottonwood canyon. Increased bussing is a short term solution to a long term problem. Thanks. **(32.29D)**

**COMMENT #:** 108  
**DATE:** 6/29/21 11:16 AM  
**SOURCE:** Website  
**NAME:** Carie May

---

**COMMENT:**

GONDOLA WORKS (32.29D)

**COMMENT #:** 109  
**DATE:** 6/29/21 11:16 AM  
**SOURCE:** Website  
**NAME:** Ben Williams

---

**COMMENT:**

I support the gondola **(32.29D)**

**COMMENT #:** 110  
**DATE:** 6/29/21 11:17 AM  
**SOURCE:** Website  
**NAME:** Brent Davis

---

**COMMENT:**

I believe the gondola solution is much better from an environmental standpoint than running more busses up the canyon. **(32.29D)**

**COMMENT #:** 111  
**DATE:** 6/29/21 11:17 AM  
**SOURCE:** Website  
**NAME:** Brennan Wade

---

**COMMENT:**

I support the gondola option for the LCC transportation issue. (32.29D)

**COMMENT #:** 112  
**DATE:** 6/29/21 11:17 AM  
**SOURCE:** Website  
**NAME:** Nick Markosian

---

**COMMENT:**

Gondola! (32.29D)

**COMMENT #:** 113  
**DATE:** 6/29/21 11:17 AM  
**SOURCE:** Website  
**NAME:** Diane Whittaker

---

**COMMENT:**

Considering cost and maintenance I hope that the bus option is selected for Little Cottonwood canyon. **(32.2.9B)** As public transportation becomes the more common way to travel up the canyon, please expand the locker and storage area for skiers. People will have packs and street shoes to store while skiing. **(32.2.3A)**



**COMMENT #:** 114  
**DATE:** 6/29/21 11:17 AM  
**SOURCE:** Website  
**NAME:** Perry Hacker

---

**COMMENT:**

I would love to see the gondola option as opposed to expanded bus service. **(32.2.9C and 32.2.9D)** We need to reduce vehicle traffic up the canyon. **(32.7C)** Finding ways other than gas power would be great.

**COMMENT #:** 115  
**DATE:** 6/29/21 11:17 AM  
**SOURCE:** Website  
**NAME:** Dave Tyler

---

**COMMENT:**

I don't think a Gondola will cut down traffic. It will be nice for tourists. I think a train would be best option to cut down traffic or more parking structures at resort and at mouth of canyons. **(32.2.9D)**

**COMMENT #:** 116  
**DATE:** 6/29/21 11:17 AM  
**SOURCE:** Website  
**NAME:** Shawn Powell

---

**COMMENT:**

The gondola must run year round to be effective and it must be free to use. (32.2.6.5F and 32.2.4A)

**COMMENT #:** 117  
**DATE:** 6/29/21 11:17 AM  
**SOURCE:** Website  
**NAME:** Carolyn Jordan

---

**COMMENT:**

Please save our canyon and make getting to ski easier, with less traffic. (32.7C).

**COMMENT #:** 118  
**DATE:** 6/29/21 11:18 AM  
**SOURCE:** Website  
**NAME:** Jonathan Hansen

---

**COMMENT:**

I support the gondola. (32.2.9D)

**COMMENT #:** 119  
**DATE:** 6/29/21 11:18 AM  
**SOURCE:** Website  
**NAME:** Eric Meyer

---

**COMMENT:**

Gondola is preferred. **(32.2.9D)** I have been skiing lcc since the 90's and traffic is a mess. In 2010's we left the area near the mouth of the canyon due to the traffic mess and reduced the time we spent up the lcc canyon. Unpredictable closures in the canyon often left significant traffic issues backing up into the neighborhoods. **(32.7B)**. A gondola option should help more that the other option.

**COMMENT #:** 120  
**DATE:** 6/29/21 11:18 AM  
**SOURCE:** Website  
**NAME:** Emily Payne

---

**COMMENT:**

Please go with the route of the installing a gondola solution instead of more bus routes. **(32.2.9D and 32.2.9C)** It will provide a better long term solution and a lot less emissions in the canyon. **(32.10A)**

**COMMENT #:** 121  
**DATE:** 6/29/21 11:18 AM  
**SOURCE:** Website  
**NAME:** Stephan Danyluk

---

**COMMENT:**

The LCC gondola solution is a clear win for Utah. The sustainability, convenience, and long-term solutioning that would result from such a move are clear no-brainer reasons we should have a gondola solution. **(32.2.9D)**



**COMMENT #:** 122  
**DATE:** 6/29/21 11:18 AM  
**SOURCE:** Website  
**NAME:** Amy Brossard

---

**COMMENT:**

As a Utah resident and Snowbird family season pass holder, I fully support a Gondola for Little Cottonwood Canyon entrance. **(32.2.9D)** As a Utah county resident, I also support and encourage a 2nd Gondola to be added to American Fork Canyon with entry through Mineral Basin. I believe this addition would help solve traffic problems up Little Cottonwood and around the point of the mountain. This would also give many Utah county residents easier and convenient access to the resort. **(32.2.2J)**

**COMMENT #:** 123  
**DATE:** 6/29/21 11:18 AM  
**SOURCE:** Website  
**NAME:** Brooke Tuft

---

**COMMENT:**

I am in favor of an expanded bus system. **(32.2.9B)** If a gondola is decided I would like to see it mandatory for non-locals to use this system or other transport system with 4+ people and allow locals to still drive up the Canyon, but require they have at least 2 people per vehicle, single riders will require the use of the bus. **(32.2.4A)**

**COMMENT #:** 124  
**DATE:** 6/29/21 11:18 AM  
**SOURCE:** Website  
**NAME:** Jim Krejci

---

**COMMENT:**

Yes, I support it. (32.29D)

**COMMENT #:** 125  
**DATE:** 6/29/21 11:18 AM  
**SOURCE:** Website  
**NAME:** Patrick Van Horn

---

**COMMENT:**

Do the gondy. Europe does it. They are way ahead of us. **(32.2.9D)** Another bus lane doesn't add up **(32.2.9C)**

**COMMENT #:** 126  
**DATE:** 6/29/21 11:18 AM  
**SOURCE:** Website  
**NAME:** Greg Jensen

---

**COMMENT:**

A gondola is ugly, **(32.17A)** inefficient, and a giveaway of taxpayer money to the ski resorts. **(32.2.9E)** I think a robust bus system or rail is the only long-term solution that puts canyon users ahead of the resorts private interests. **(32.2.9B or 32.2.9F)**

**COMMENT #:** 127  
**DATE:** 6/29/21 11:18 AM  
**SOURCE:** Website  
**NAME:** Scott Woller

---

**COMMENT:**

I support the gondola as a sustainable option for canyon access. **(32.2.9D)**

**COMMENT #:** 128  
**DATE:** 6/29/21 11:19 AM  
**SOURCE:** Website  
**NAME:** Ali Prigmore

---

**COMMENT:**

If traffic is already of such a concern, why would adding buses reduce such traffic? Additionally, if an accident occurs in the canyon, buses will still be unable to move. **(32.2.9C)** A gondola is the obvious choice. **(32.2.9D)**

**COMMENT #:** 129  
**DATE:** 6/29/21 11:19 AM  
**SOURCE:** Website  
**NAME:** Jeffrey Parriott

---

**COMMENT:**

I hope this idea comes to fruition, as it seems the most climate friendly option **(32.10A)**, and hope that it would be supported by the resorts and still be a free ride with passes. **(32.2.4A)**



**COMMENT #:** 130  
**DATE:** 6/29/21 11:19 AM  
**SOURCE:** Website  
**NAME:** Sean Dowdle

---

**COMMENT:**

Gondola is a much a better long term option for the sustainability of the canyon and reduction of emissions. **(32.2.9D)** Please no more buses or traffic up out canyon. **(32.2.9C)** Thanks!

**COMMENT #:** 131  
**DATE:** 6/29/21 11:19 AM  
**SOURCE:** Website  
**NAME:** Venessa Dobson

---

**COMMENT:**

We vote for a gondola to get up LCC 100%(32.2.9D)

**COMMENT #:** 132  
**DATE:** 6/29/21 11:19 AM  
**SOURCE:** Website  
**NAME:** Robert Imhoff

---

**COMMENT:**

The solution to traffic in Little Cottonwood Canyon cannot be a reliance on vehicles. Please give the Gondola your upmost consideration. **(32.2.9D)**

**COMMENT #:** 133  
**DATE:** 6/29/21 11:19 AM  
**SOURCE:** Website  
**NAME:** DAVID SHICK

---

**COMMENT:**

Gondola please (32.2.9D)

**COMMENT #:** 134  
**DATE:** 6/29/21 11:19 AM  
**SOURCE:** Website  
**NAME:** Josh Crandall

---

**COMMENT:**

I think it's a great option! Let's prove it's both safe and affordable for those who want to use it. There should be a way to limit the car traffic as a parallel option...like the e-pass on toll roads, count it u and charge those who drive. **(32.2.4A)**

**COMMENT #:** 135  
**DATE:** 6/29/21 11:19 AM  
**SOURCE:** Website  
**NAME:** Stephani Castillo Widmer

---

**COMMENT:**

Please support the gondola option! It's a much better long term solution with minimal environmental impact. Win-win! **(32.2.9D)**

**COMMENT #:** 136  
**DATE:** 6/29/21 11:19 AM  
**SOURCE:** Website  
**NAME:** Matt Thalhamer

---

**COMMENT:**

I support the Gondola option instead of the expanded road option (32.2.9D and 32.2.9C)

**COMMENT #:** 137  
**DATE:** 6/29/21 11:20 AM  
**SOURCE:** Website  
**NAME:** Zach White

---

**COMMENT:**

Gondola is the only logical solution to minimize cars / traffic. People are more likely to park and take a gondola for the experience and ease rather than taking public transportation **(32.2.9D)**



**COMMENT #:** 138  
**DATE:** 6/29/21 11:20 AM  
**SOURCE:** Website  
**NAME:** Tiera Kunz

---

**COMMENT:**

This is a genius idea! **(32.29D)**

**COMMENT #:** 139  
**DATE:** 6/29/21 11:20 AM  
**SOURCE:** Website  
**NAME:** Sean Sullivan

---

**COMMENT:**

No additional emission sources in LCC. **(32.10A)** The solution also must address the 57% of the canyon that falls into avalanche zones that can potentially disrupt travel for days or trap visitors. **(32.1.2A)** More buses and more pavement does not meet that requirement. **(32.2.9C)**

**COMMENT #:** 140  
**DATE:** 6/29/21 11:20 AM  
**SOURCE:** Website  
**NAME:** Erin Suttman

---

**COMMENT:**

I am in full support of the gondola option for Little Cottonwood Canyon. The ability to reduce traffic and promote safety in the canyon by reducing accidents related to snowy conditions makes the gondola the best option for improving transit throughout the canyon. As a transit option that can be accessible year-round, additional support for hikers and mountain bikers in the off-winter season will also add to the utility of the option, particularly for those with limited access to transportation. **(32.2.9D)**

**COMMENT #:** 141  
**DATE:** 6/29/21 11:20 AM  
**SOURCE:** Website  
**NAME:** Brandon Sipherd

---

**COMMENT:**

I support installing a gondola. If not, an expanded bus system. **(32.2.9D and 32.2.9A)**

**COMMENT #:** 142  
**DATE:** 6/29/21 11:20 AM  
**SOURCE:** Website  
**NAME:** Shelley Tucker

---

**COMMENT:**

Install the gondola in big and little canyon (32.2.9D)

**COMMENT #:** 143  
**DATE:** 6/29/21 11:20 AM  
**SOURCE:** Website  
**NAME:** Susan Nelson

---

**COMMENT:**

Little Cottonwood Canyon is too narrow and already overcrowded with vehicles. **(32.7C)** I vote for the gondola. **(32.2.9D)**

**COMMENT #:** 144  
**DATE:** 6/29/21 11:20 AM  
**SOURCE:** Website  
**NAME:** Ken Comerford

---

**COMMENT:**

This would be a fantastic opportunity for the Mountains and Utah Tourism. (32.29D)

**COMMENT #:** 145  
**DATE:** 6/29/21 11:20 AM  
**SOURCE:** Website  
**NAME:** Rod Boogaard

---

**COMMENT:**

I have busess, the gondola is a much cleaner approach **(32.2.9D)**



**COMMENT #:** 146  
**DATE:** 6/29/21 11:20 AM  
**SOURCE:** Website  
**NAME:** Jonah Widmer

---

**COMMENT:**

The gondola is the best option! I ski on the alpine Jfast team and would use the gondola a lot! **(32.2.9D)**

**COMMENT #:** 147  
**DATE:** 6/29/21 11:20 AM  
**SOURCE:** Website  
**NAME:** Prefer not to say Prefer not to say

---

**COMMENT:**

Make the resorts and not the tax payers pay for this. **(32.2.7A)** If tax payers are paying for it it should be year round and stop at popular backcountry locations and trailheads and not just do what snowbird is publicity campaigning for. **(32.2.6.3C and 32.2.6.5G)**

**COMMENT #:** 148  
**DATE:** 6/29/21 11:20 AM  
**SOURCE:** Website  
**NAME:** Scott Olson

---

**COMMENT:**

No Gondola (32.2.9E)

**COMMENT #:** 149  
**DATE:** 6/29/21 11:21 AM  
**SOURCE:** Website  
**NAME:** Traci Magleby

---

**COMMENT:**

I support the gondola proposal. Thanks! **(32.2.9D)**

**COMMENT #:** 150  
**DATE:** 6/29/21 11:21 AM  
**SOURCE:** Website  
**NAME:** Linda Molyneux

---

**COMMENT:**

Gondola would be wonderful to help with parking. **(32.2.9D)**

**COMMENT #:** 151  
**DATE:** 6/29/21 11:21 AM  
**SOURCE:** Website  
**NAME:** Dan Molyneux

---

**COMMENT:**

Gondola would be wonderful to help with parking. **(32.2.9D)**

**COMMENT #:** 152  
**DATE:** 6/29/21 11:21 AM  
**SOURCE:** Website  
**NAME:** Marcus Sorensen

---

**COMMENT:**

I think the gondola option makes the most sense - with the assumption that it is the most avalanche-proof and could run at times when the roads might close. In particular this would be good for getting people out of the canyon during interlodge, or perhaps emergency responders in. **(32.2.6.5H)** In general it seems like the more reliable option, not being dependent on road conditions. **(32.2.9D)**

People are perhaps skeptical of the gondola option because it is somewhat newer. Let's ensure the data is good and the plan is sound, and make decisions based on that rather than just reacting to something that seems unconventional.

**COMMENT #:** 153  
**DATE:** 6/29/21 11:21 AM  
**SOURCE:** Website  
**NAME:** Rob Brunt

---

**COMMENT:**

In favor of the gondola option in Little Cottonwood Canyon. **(32.2.9D)**



**COMMENT #:** 154  
**DATE:** 6/29/21 11:21 AM  
**SOURCE:** Website  
**NAME:** Eric Hampshire

---

**COMMENT:**

I would like to register my vote for the gondola system. This would be a unique solution to the area, operate regardless of weather conditions, have a smaller environmental impact, and since overall cost is similar seems like the much better option to me! **(32.2.9D)**

**COMMENT #:** 155  
**DATE:** 6/29/21 11:21 AM  
**SOURCE:** Website  
**NAME:** James McConkie

---

**COMMENT:**

Please pursue a gondola option for LCC. It makes sense and is the right move long term for the canyon. **(32.2.9D)**

**COMMENT #:** 156  
**DATE:** 6/29/21 11:21 AM  
**SOURCE:** Website  
**NAME:** Matt Davis

---

**COMMENT:**

I'm in favor of the gondola solution. Allows for movement of people regardless of weather. (32.2.9D)

**COMMENT #:** 157  
**DATE:** 6/29/21 11:21 AM  
**SOURCE:** Website  
**NAME:** Cary Dunn

---

**COMMENT:**

I support the gondola option as it is the lesser of two evils. **(32.2.9D)**

**COMMENT #:** 158  
**DATE:** 6/29/21 11:21 AM  
**SOURCE:** Website  
**NAME:** Hildegard Niedeggen-McManus

---

**COMMENT:**

I personally believe after reading all the available information that a gondola system for the LCC is the most sense full option - short and longer term. Please avoid more paving and more traffic on the road.  
**(32.2.9D)**

**COMMENT #:** 159  
**DATE:** 6/29/21 11:21 AM  
**SOURCE:** Website  
**NAME:** Zachary Hansen

---

**COMMENT:**

please make this happen and save our canyons (32.29D)

**COMMENT #:** 160  
**DATE:** 6/29/21 11:21 AM  
**SOURCE:** Website  
**NAME:** Jack Garzella

---

**COMMENT:**

Would like to see a MIX of Gondola for 100% sure, self drive (carpool or otherwise) and bus. I would NOT be using the bus based on where I live, but the Gondola seems like a good alternative to the bus and could probably carry more people (safer even due to accidents and avalanches) than bus.  
**(32.2.9D)** I would still want the option to drive when I have 5+ relatives in town a few times a year to ski.  
**(32.2.4A)**

**COMMENT #:** 161  
**DATE:** 6/29/21 11:21 AM  
**SOURCE:** Website  
**NAME:** Warren Scott

---

**COMMENT:**

Please do not move forward with the Gondola. It makes no sense. (32.2.9E) What we need is more bussing, uphill only lanes at peak uphill times, parking at the base of the canyons with more buses. The gondola will ruin LCC. It is not Europe- it is a tiny mountain range. (32.2.9B)



**COMMENT #:** 162  
**DATE:** 6/29/21 11:21 AM  
**SOURCE:** Website  
**NAME:** Brian Kluff

---

**COMMENT:**

I am in support of the proposed gondola in LCC. It is very needed as the traffic and congestion is terrible and dangerous. **(32.2.9D)**

**COMMENT #:** 163  
**DATE:** 6/29/21 11:21 AM  
**SOURCE:** Website  
**NAME:** Jon Erickson

---

**COMMENT:**

I fully support the Gondola Option for improved access to Little Cottonwood Canyon. This option will allow for rapid transport with limited waiting times to the final destination. This will increase usage while reducing the overall impact on the canyon. **(32.2.9D)**

**COMMENT #:** 164  
**DATE:** 6/29/21 11:22 AM  
**SOURCE:** Website  
**NAME:** Jared Sweet

---

**COMMENT:**

I support the gondola concept. **(32.2.9D)**

**COMMENT #:** 165  
**DATE:** 6/29/21 11:22 AM  
**SOURCE:** Website  
**NAME:** Michelle Kelly

---

**COMMENT:**

I'm in favor of the Gondola option. I've lived at the mouth of Little Cottonwood my entire life and I love this option! **(32.2.9D)**

**COMMENT #:** 166  
**DATE:** 6/29/21 11:22 AM  
**SOURCE:** Website  
**NAME:** arnaud claudé

---

**COMMENT:**

Gondola! (32.2.9D)

**COMMENT #:** 167  
**DATE:** 6/29/21 11:22 AM  
**SOURCE:** Website  
**NAME:** Michael Krause

---

**COMMENT:**

I support the Gondola B alternative.

Less environmental impact, more consistent access in bad weather, Will attract other users not just skiers. **(32.2.9D)**

**COMMENT #:** 168  
**DATE:** 6/29/21 11:22 AM  
**SOURCE:** Website  
**NAME:** Christalyn Pottenger

---

**COMMENT:**

Please reconsider the Gondola as LCC preferred alternative transit. **(32.2.9D)** Increasing road traffic is NOT the solution. It does not address the issue of gridlock in our canyon on snowy days where the UTA Busses are often the source of the traffic jam. Busses have been in our canyon for years and they have proven themselves NOT to be the solution. **(32.2.9C)**

**COMMENT #:** 169  
**DATE:** 6/29/21 11:22 AM  
**SOURCE:** Website  
**NAME:** Evangeline Widmer

---

**COMMENT:**

The gondola is the best option! I ski on the alpine Jfast team and would use the gondola a lot! **(32.2.9D)**



**COMMENT #:** 170  
**DATE:** 6/29/21 11:22 AM  
**SOURCE:** Website  
**NAME:** Christopher Hendrickson

---

**COMMENT:**

I'd like to see LCC and BCC go the Zion NP and Yosemite NP route. Charge for car entry. Perhaps even by the axle, or passenger. Discounts for more people in your car. **(32.2.4A)** The problem with a tram is that there'd only be 1 entry and 1 exit. The beauty of having a road is that you can pull over wherever and hit your special little corner of the canyon. A tram would concentrate people at the top of the canyon, and discourage dispersal throughout the entirety of the space. Ban 2WD vehicles entirely between Dec. 1 and May 1. Ban single-occupant vehicles on Friday, Saturday and Sunday (only) between Dec. 1 and May 1. **(32.2.4A)** Provide budget resources to ENFORCE the rule changes, whatever they are, when the time comes.

**COMMENT #:** 171  
**DATE:** 6/29/21 11:23 AM  
**SOURCE:** Website  
**NAME:** Shane Smart

---

**COMMENT:**

The future of this Wasatch Canyon will be greatly preserved with the addition of a TRAM! **(32.2.9D)**

**COMMENT #:** 172  
**DATE:** 6/29/21 11:23 AM  
**SOURCE:** Website  
**NAME:** Brandon Waters

---

**COMMENT:**

I support the gondola option. **(32.2.9D)**

**COMMENT #:** 173  
**DATE:** 6/29/21 11:23 AM  
**SOURCE:** Website  
**NAME:** Tess Warzyn

---

**COMMENT:**

The gondola option is much better, it's a long term solution **(32.2.9D)**

**COMMENT #:** 174  
**DATE:** 6/29/21 11:23 AM  
**SOURCE:** Website  
**NAME:** Richard Grossen

---

**COMMENT:**

The canyon problem went exponential with the IKON pass. Get rid of the pass! (32.2.2K)

**COMMENT #:** 175  
**DATE:** 6/29/21 11:23 AM  
**SOURCE:** Website  
**NAME:** Frank Puleo

---

**COMMENT:**

Gondola is a better idea then increasing bus traffic. (32.2.9D)

**COMMENT #:** 176  
**DATE:** 6/29/21 11:23 AM  
**SOURCE:** Website  
**NAME:** Jason Barlow

---

**COMMENT:**

I am in favor of the gondola option. **(32.2.9D)** It appears to be less environmentally intrusive, but also prevents further carbon emissions that the alternative seems to encourage. **(32.10A)** Nevertheless, the gondola solution on its own seems incomplete given that it would only go to Alta and Snowbird. An additional suggestion that I like would require that only overnight guests of Alta, Snowbird, etc. be allowed motor vehicle access. All other guests of the resorts should be required to utilize the gondolas. **(32.2.2L)** Parking at trailheads would be available for those who are accessing the canyon in a non-skiing/non-resort function. **(32.2.4A)** This seems like it would significantly reduce congestion, encourage utilization of the gondola system and provide a solution for non-resort visitors. Bus lines and Trax (eventually) should be routed to the gondola base station to allow people to access the canyon fully utilizing mass transit. **(32.2.2I)**

**COMMENT #:** 177  
**DATE:** 6/29/21 11:23 AM  
**SOURCE:** Website  
**NAME:** Amber Baker

---

**COMMENT:**

I would prefer a gondola as this makes the most sense, and most likely will happen in the future anyhow. **(32.2.9D)**



**COMMENT #:** 178  
**DATE:** 6/29/21 11:24 AM  
**SOURCE:** Website  
**NAME:** TAYLOR WILLIAMS

---

**COMMENT:**

This is a terrible idea. Why would you just put in a gondola to the resorts? **(32.2.9E)** How will that lessen traffic for all the other use the canyons get all the time? **(32.7C)** Close the road to traffic, put in a train. **(32.2.2.L)** Build a big old parking lot.

**COMMENT #:** 179  
**DATE:** 6/29/21 11:24 AM  
**SOURCE:** Website  
**NAME:** Matt Davis

---

**COMMENT:**

Please take into account capacity of the canyon. **(32.20B)** I support buses and I hold a seasons at Snowbird. **(32.2.9A)**

**COMMENT #:** 180  
**DATE:** 6/29/21 11:24 AM  
**SOURCE:** Website  
**NAME:** Conor McGee

---

**COMMENT:**

This gondola plan seems incredible. I support it wholeheartedly! **(32.2.9D)**

**COMMENT #:** 181  
**DATE:** 6/29/21 11:24 AM  
**SOURCE:** Website  
**NAME:** Brandon Schelin

---

**COMMENT:**

I am in support of the gondola solution for Little Cottonwood Canyon. **(32.2.9D)** I oppose widening the road, and affecting more and more of the canyon floor. **(32.2.9C)** I am pro gondola.

**COMMENT #:** 182  
**DATE:** 6/29/21 11:24 AM  
**SOURCE:** Website  
**NAME:** Mayt Bolic

---

**COMMENT:**

I would never ride the bus up to ski, **(32.2.9C)** like many people- a gondola however I would ride **(32.2.9D)**

**COMMENT #:** 183  
**DATE:** 6/29/21 11:24 AM  
**SOURCE:** Website  
**NAME:** Brian Jupina

---

**COMMENT:**

I am all for the gondola solution. **(32.2.9D)**

**COMMENT #:** 184  
**DATE:** 6/29/21 11:24 AM  
**SOURCE:** Website  
**NAME:** Garry Stromness

---

**COMMENT:**

This would create a clean type of transportation and will be a attraction to all that bride and see our beautiful canyon. Pro Gondola, no to buses. **(32.2.9D and 32.2.9C)**

**COMMENT #:** 185  
**DATE:** 6/29/21 11:24 AM  
**SOURCE:** Website  
**NAME:** Justin Martin

---

**COMMENT:**

Having a globally relevant experience is important and Gondola is a far better and more competitive experience. **(32.2.9D)**

I've ridden busses in utah since i was a child and they are far less effective, and enjoyable as Gondola.

The experience starts when you board a Gondola, where the bus is more "transportation".

Marketing is far better with Gondola, as is the experience. They are quiet, personal, and the views are stellar!

"Airport to gondola in 30 minuts" :-)



**COMMENT #:** 186  
**DATE:** 6/29/21 11:25 AM  
**SOURCE:** Website  
**NAME:** Nicholas Ogden

---

**COMMENT:**

The gondola seems cool as heck and I sure do love the environment. **(32.2.9D)**

**COMMENT #:** 187  
**DATE:** 6/29/21 11:25 AM  
**SOURCE:** Website  
**NAME:** Kent Naylor

---

**COMMENT:**

I prefer the gondola option. It will keep canyon traffic down, keep larger vehicles (buses) to a minimum and will be less affected by canyon avalanches (Skiers and residents can get out of the canyon)  
**(32.2.9D)**

**COMMENT #:** 188  
**DATE:** 6/29/21 11:25 AM  
**SOURCE:** Website  
**NAME:** Elizabeth Mendoza

---

**COMMENT:**

Vote for the gondola **(32.2.9D)**

**COMMENT #:** 189  
**DATE:** 6/29/21 11:25 AM  
**SOURCE:** Website  
**NAME:** Sabrina Young

---

**COMMENT:**

I support the option for the gondola. **(32.2.9D)** Although it is more expensive, it reduces emissions **(32.10A)** and gives an alternate route during an emergency.

**COMMENT #:** 190  
**DATE:** 6/29/21 11:25 AM  
**SOURCE:** Website  
**NAME:** Scott Bratsman

---

**COMMENT:**

I strongly support and prefer the gondola option because it is better and more sustainable for our environment, a better and safer experience for people, a more advanced and upscale option that is already successful in other places with prominent tourism (e.g. Europe, China), and will make Utah an even more distinctive destination year-round. Also, please do not require riding a bus between car parking / public transportation and the gondola, which will make the option much less attractive to people and worse for the environment and logistics. Thank you. **(32.2.9D)**

**COMMENT #:** 191  
**DATE:** 6/29/21 11:25 AM  
**SOURCE:** Website  
**NAME:** Ryan St. John

---

**COMMENT:**

Build a gondola (32.2.9D)

**COMMENT #:** 192  
**DATE:** 6/29/21 11:25 AM  
**SOURCE:** Website  
**NAME:** Matthew Tingey

---

**COMMENT:**

Our family visit Snowbird several times a year. As regular users of Little Cottonwood Canton, we feel the proposed gondola project would be better for the canyon and environment than the proposed bus system. Please vote for the gondola project. **(32.2.9D)**

**COMMENT #:** 193  
**DATE:** 6/29/21 11:26 AM  
**SOURCE:** Website  
**NAME:** Adam Higham

---

**COMMENT:**

Please support the Gondola options suggested by Snowbird. **(32.2.9D)**



**COMMENT #:** 194  
**DATE:** 6/29/21 11:26 AM  
**SOURCE:** Website  
**NAME:** Jack Ohme

---

**COMMENT:**

I think that the best choice for our canyons is the gondola solution **(32.2.9D)**

**COMMENT #:** 195  
**DATE:** 6/29/21 11:26 AM  
**SOURCE:** Website  
**NAME:** Richard Hafets

---

**COMMENT:**

I support the gondola concept. **(32.2.9D)**

**COMMENT #:** 196  
**DATE:** 6/29/21 11:26 AM  
**SOURCE:** Website  
**NAME:** Dave Sacco

---

**COMMENT:**

Gondola! (32.2.9D)

**COMMENT #:** 197  
**DATE:** 6/29/21 11:26 AM  
**SOURCE:** Website  
**NAME:** Jim Oberweis

---

**COMMENT:**

I support the gondola **(32.2.9D)**

**COMMENT #:** 198  
**DATE:** 6/29/21 11:26 AM  
**SOURCE:** Website  
**NAME:** Andrew Stawski

---

**COMMENT:**

I am for the solution that does less environmental damage to the canyon, gondola seems to be the way, expanding roadbed not so much. **(32.2.9D)**

**COMMENT #:** 199  
**DATE:** 6/29/21 11:26 AM  
**SOURCE:** Website  
**NAME:** Coco McKeough

---

**COMMENT:**

Do not want to have to pay to park. **(32.2.6B)**

**COMMENT #:** 200  
**DATE:** 6/29/21 11:27 AM  
**SOURCE:** Website  
**NAME:** Kevin Packer

---

**COMMENT:**

I think the gondola option is the best, sustainable, option to save the canyon **(32.2.9D)**

**COMMENT #:** 201  
**DATE:** 6/29/21 11:27 AM  
**SOURCE:** Website  
**NAME:** Kelsie Bowler

---

**COMMENT:**

I greatly support the building of a gondola system to help preserve our mountains and enable people to effectively enjoy them. The increased safety that it can create by reducing vehicles on the canyon during showy weather should be enough for it to be constructed **(32.2.9D)**



**COMMENT #:** 202  
**DATE:** 6/29/21 11:27 AM  
**SOURCE:** Website  
**NAME:** Harlan Evans

---

**COMMENT:**

For the gondola (32.2.9D)

**COMMENT #:** 203  
**DATE:** 6/29/21 11:27 AM  
**SOURCE:** Website  
**NAME:** Christopher Sipes

---

**COMMENT:**

This is the IDEAL solution to deal with the high volume of people going to and from the resorts. Glad to hear it's the preferred choice. **(32.29D)**

**COMMENT #:** 204  
**DATE:** 6/29/21 11:27 AM  
**SOURCE:** Website  
**NAME:** Joe Goodman

---

**COMMENT:**

I am in support of the gondola proposal. Long term maintenance costs are less and a more environmentally friendly option. Consideration of the environmental impact of both proposals is of paramount importance, and on that side of the ledger, there is no discussion. Gondola. **(32.2.9D)**

**COMMENT #:** 205  
**DATE:** 6/29/21 11:27 AM  
**SOURCE:** Website  
**NAME:** george kolbensschlag

---

**COMMENT:**

I support the gondola option for Little Cottonwood Canyon.  
I have used gondola transportation in mountain areas in Europe and have found them to be both reliable and efficient. I believe that the gondola option is best transportation for the future of Little Cottonwood Canyon **(32.2.9D)**

**COMMENT #:** 206  
**DATE:** 6/29/21 11:28 AM  
**SOURCE:** Website  
**NAME:** Brett Backman

---

**COMMENT:**

The gondola option is the most eco friendly and long term sustainable approach. Can be used as skier transport and sighting seeing attraction year round. **(32.2.9D)**

**COMMENT #:** 207  
**DATE:** 6/29/21 11:28 AM  
**SOURCE:** Website  
**NAME:** Tyler Peterson

---

**COMMENT:**

Half of the problem is poor driving and lack of snow tire requirements. Also lack of enforcement of the existing m+s tire rule. Make people buy snow tires and enforce it. Thank you **(32.2.2M)**

**COMMENT #:** 208  
**DATE:** 6/29/21 11:28 AM  
**SOURCE:** Website  
**NAME:** Forest Good

---

**COMMENT:**

Please go through with the gondola project. It is a no brainer solution to canyon traffic and environmental impact of cars! **(32.2.9D)**

**COMMENT #:** 209  
**DATE:** 6/29/21 11:28 AM  
**SOURCE:** Website  
**NAME:** Shantal Sessions

---

**COMMENT:**

I would love to see a gondola through this area, especially this canyon, with only one way up and down. I've always believed there needed to be another travel option and this seems an extremely viable option. **(32.2.9D)**



**COMMENT #:** 210  
**DATE:** 6/29/21 11:28 AM  
**SOURCE:** Website  
**NAME:** Michael Gallivan

---

**COMMENT:**

I was the first assistant marketing director at Snowbird, starting in 1971. We looked at several transportation alternatives for Little Cottonwood Canyon including cog railroad, widening the highway when the first sewer line was installed to accommodate increased bus transport, and aerial tramway. Clearly then, and even more clearly now, the aerial tramway is far and away the most efficient and least intrusive means of saving the canyon from the impact of current demand. I urge UDOT to consider only the aerial tramway alternative. **(32.2.9D)**

**COMMENT #:** 211  
**DATE:** 6/29/21 11:28 AM  
**SOURCE:** Website  
**NAME:** Margaret Pedicini

---

**COMMENT:**

I am in favor of the gondola option- we do not want to increase traffic and pollution up LCC, and we do not need to see a widening of any roads- not only does this destroy the landscape, it is a HUGE waste of resources and materials that are not friendly and not mindful of climate change. Gondola all the way.  
**(32.2.9D)**

**COMMENT #:** 212  
**DATE:** 6/29/21 11:28 AM  
**SOURCE:** Website  
**NAME:** John Frontero

---

**COMMENT:**

Pass the Gondola option only. **(32.2.9D)**

**COMMENT #:** 213  
**DATE:** 6/29/21 11:28 AM  
**SOURCE:** Website  
**NAME:** Bryan Berger

---

**COMMENT:**

I support the gondola option over the extended bus service as it is less invasive to the wildlife and the canyon landscape while actually solving the problems presented by vehicle congestion instead of delaying it a few years **(32.2.9D)**

**COMMENT #:** 214  
**DATE:** 6/29/21 11:28 AM  
**SOURCE:** Website  
**NAME:** DeLacy Healey

---

**COMMENT:**

I would like it if we minimized the impact on the canyons in any way possible. I don't know that increasing the ability for humans to access these mountains is the best idea. I think a better idea is limiting the amount of people coming in and out of the canyons. **(32.20B)**

That being said, I do PREFER the gondola to the expanded bus system. **(32.2.9D)**

**COMMENT #:** 215  
**DATE:** 6/29/21 11:28 AM  
**SOURCE:** Website  
**NAME:** Jonathon Vance

---

**COMMENT:**

I support the Gondola solution. Thanks **(32.2.9D)**

**COMMENT #:** 216  
**DATE:** 6/29/21 11:28 AM  
**SOURCE:** Website  
**NAME:** Justin Lee

---

**COMMENT:**

This is BRILLIANT! I have largely stopped skiing due to the traffic in Little Cottonwood Canyon. There is NO REASON that private vehicles should be allowed into this canyon during the ski season. **(32.2.2L)** I live right off of Wasatch Blvd & often cannot even get out of my own street due to congestion. The gondola will resolve most if not all of these problems. **(32.2.9D)**

**COMMENT #:** 217  
**DATE:** 6/29/21 11:28 AM  
**SOURCE:** Website  
**NAME:** Steve Nielsen

---

**COMMENT:**

I think this proposal using a gondola is a great idea, it solved many problems including traffic safety. The question would be the cost to put it in and what the rider cost would be. **(32.2.9D and 32.2.4A)**



**COMMENT #:** 218  
**DATE:** 6/29/21 11:29 AM  
**SOURCE:** Website  
**NAME:** Dallas Moulton

---

**COMMENT:**

Who is going to pay for this? Don't fell that my taxes should pay for something that I don't use, just so Snowbird & Alta can make a profit. **(32.2.7A)** Why don't they limit the amount of people that can ski on the mountain. **(32.2.2K)** Charge people a toll to park, ride, or drive up the canyon to ski. **(32.2.2C)**

**COMMENT #:** 219  
**DATE:** 6/29/21 11:29 AM  
**SOURCE:** Website  
**NAME:** Alexander Cohen

---

**COMMENT:**

I am in support of a gondola to Snowbird and Alta from the La Caille station (as well as a gondola to Snowbird/Alta over the mountain from Park City/Deer Valley). **(32.2.9D and 32.2.2N)**

**COMMENT #:** 220  
**DATE:** 6/29/21 11:29 AM  
**SOURCE:** Website  
**NAME:** Jeff Justice

---

**COMMENT:**

Please put in a Gondola System **(32.2.9D)**

**COMMENT #:** 221  
**DATE:** 6/29/21 11:29 AM  
**SOURCE:** Website  
**NAME:** Megan Collins

---

**COMMENT:**

I think the gondola is the long term solution. **(32.2.9D)** As people don't ride the buses, more buses is questionable. I would like to see a gondola stop at White Pine trailhead and for it to run year around. White Pine is a popular trailhead year around and believes as backcountry use continues to grow in the winter, this will help immensely with congestion. **(32.2.6.5F and 32.2.6.5G)**

**COMMENT #:** 222  
**DATE:** 6/29/21 11:29 AM  
**SOURCE:** Website  
**NAME:** Jann LeVitre

---

**COMMENT:**

I personally support the gondola option for Little Cottonwood Canyon. It is the best way to protect the canyon while providing access to the resorts for all who want to visit. **(32.2.9D)**

**COMMENT #:** 223  
**DATE:** 6/29/21 11:29 AM  
**SOURCE:** Website  
**NAME:** Charles Pigg

---

**COMMENT:**

I favor reducing car traffic in Little Cottonwood canyon because of inconvenience of parking, needing to avoid avalanches, and to keep the air clean **(32.10A)**. A Gondola is a scenic option that will enhance the skiing experience! And be popular all year. It is the smartest thing to do! **(32.2.9D)**

**COMMENT #:** 224  
**DATE:** 6/29/21 11:29 AM  
**SOURCE:** Website  
**NAME:** Juan Pablo Capdevila Ponce De Leon

---

**COMMENT:**

As a draper resident I would love the idea of being able to take a gondola close to home all the way to snowbird.

I think it would also be a great tourist attraction.

I get excited just with the possibility, please make it real! **(32.2.9D)**

**COMMENT #:** 225  
**DATE:** 6/29/21 11:30 AM  
**SOURCE:** Website  
**NAME:** Nicholas Giustino

---

**COMMENT:**

Gonodola option makes the best sense! **(32.2.9D)**



**COMMENT #:** 226  
**DATE:** 6/29/21 11:30 AM  
**SOURCE:** Website  
**NAME:** Bryan Poulsen

---

**COMMENT:**

I am in full support of one of the two proposed solutions for the traffic issues in LCC (**32.2.9B and 32.2.9D**).

**COMMENT #:** 227  
**DATE:** 6/29/21 11:30 AM  
**SOURCE:** Website  
**NAME:** Von Isaman

---

**COMMENT:**

Does the gondola accommodate bicycles? **(32.2.6.5I)**

**COMMENT #:** 228  
**DATE:** 6/29/21 11:30 AM  
**SOURCE:** Website  
**NAME:** Teri Klug

---

**COMMENT:**

Gondola - La Caille solution is the best option to reduce vehicles **(32.2.9D)**

**COMMENT #:** 229  
**DATE:** 6/29/21 11:30 AM  
**SOURCE:** Website  
**NAME:** Markel Walter

---

**COMMENT:**

the gondola would be a better option, for sure. (32.2.9D)

**COMMENT #:** 230  
**DATE:** 6/29/21 11:30 AM  
**SOURCE:** Website  
**NAME:** Clara Backes

---

**COMMENT:**

I believe the best decision for the cottonwood canyons is the gondola solution. **(32.2.9D)** The gondola solution will eliminate unnecessary carbon emissions created by hundreds of cars on a daily basis in/out of the cottonwood canyons. **(32.10A)**

**COMMENT #:** 231  
**DATE:** 6/29/21 11:30 AM  
**SOURCE:** Website  
**NAME:** Ruth Zupko

---

**COMMENT:**

I agree with all that's being planned **(32.29D)**

**COMMENT #:** 232  
**DATE:** 6/29/21 11:30 AM  
**SOURCE:** Website  
**NAME:** BENJAMIN NITKA

---

**COMMENT:**

I am in support of Gondola in Little Cottonwood Canyon and a large parking area at La Caille. **(32.2.9D)**

**COMMENT #:** 233  
**DATE:** 6/29/21 11:31 AM  
**SOURCE:** Website  
**NAME:** Candice Morrissey

---

**COMMENT:**

I am interested in the Gondola option as part of the solution to the traffic problem in Little Cottonwood Canyon. Thank you for considering! **(32.2.9D)**



**COMMENT #:** 234  
**DATE:** 6/29/21 11:31 AM  
**SOURCE:** Website  
**NAME:** CALVIN REGAN

---

**COMMENT:**

I support the gondola in LCC. **(32.2.9D)**

**COMMENT #:** 235  
**DATE:** 6/29/21 11:31 AM  
**SOURCE:** Website  
**NAME:** Mark Hesterman

---

**COMMENT:**

Love the Gondola idea. **(32.2.9D)**

Less road traffic and pollution. **(32.10A)**

Don't have to widen the road. Can avoid hazardous driving during winter conditions. **(32.2.9C)**

Beautiful views of the Canyon with a small foot print. **(32.17A)**

The gondola itself is just flat out "cool" and would be a great enhancement to enjoying the canyon.

**COMMENT #:** 236  
**DATE:** 6/29/21 11:31 AM  
**SOURCE:** Website  
**NAME:** Emily Hayes

---

**COMMENT:**

As a recreator in LCC almost every weekend, I fully support the gondola option. **(32.2.9D)**

**COMMENT #:** 237  
**DATE:** 6/29/21 11:31 AM  
**SOURCE:** Website  
**NAME:** Dan Sutherland

---

**COMMENT:**

I think the gondola option is a great solution to keeping our canyons and air quality pure. **(32.2.9D)**

**COMMENT #:** 238  
**DATE:** 6/29/21 11:31 AM  
**SOURCE:** Website  
**NAME:** BARBARA HEINRICH

---

**COMMENT:**

Please select the gondola option for Little Cottonwood Canyon. **(32.2.9D)**

**COMMENT #:** 239  
**DATE:** 6/29/21 11:31 AM  
**SOURCE:** Website  
**NAME:** Anna Hubbard

---

**COMMENT:**

I and my family are season tickets holders for Alta/SB for years... We are voting for GONDOLA as preferred system. **(32.2.9D)** Seems comparable to cost effectiveness to other options, NOT affected by road closures due to avalanche controls, less pollution ?? I grew up in Europe, where gondola systems are very effective and abundant.

**COMMENT #:** 240  
**DATE:** 6/29/21 11:31 AM  
**SOURCE:** Website  
**NAME:** Howard Rothwell

---

**COMMENT:**

Outstanding plan. (32.29D)

**COMMENT #:** 241  
**DATE:** 6/29/21 11:31 AM  
**SOURCE:** Website  
**NAME:** Joe Hancock

---

**COMMENT:**

I support the Gondola option **(32.2.9D)**



**COMMENT #:** 242  
**DATE:** 6/29/21 11:31 AM  
**SOURCE:** Website  
**NAME:** Mark Warburton

---

**COMMENT:**

Love this idea and plan. (32.29D)

**COMMENT #:** 243  
**DATE:** 6/29/21 11:31 AM  
**SOURCE:** Website  
**NAME:** AARON BROWN

---

**COMMENT:**

I support the gondola over increased buses. **(32.2.9D)** Less pollution and less vehicles using the canyon will help preserve it.

**COMMENT #:** 244  
**DATE:** 6/29/21 11:32 AM  
**SOURCE:** Website  
**NAME:** Joseph Harry

---

**COMMENT:**

Gondola (32.2.9D)

**COMMENT #:** 245  
**DATE:** 6/29/21 11:32 AM  
**SOURCE:** Website  
**NAME:** Michelle Davis

---

**COMMENT:**

I vote for a Gondola as it will be the least destructive to the landscape of the land. **(32.2.9D)**

**COMMENT #:** 246  
**DATE:** 6/29/21 11:32 AM  
**SOURCE:** Website  
**NAME:** Cory Inman

---

**COMMENT:**

I'm in full support of the gondola solution. It would also give those that don't ski a unique way to see the canyon year round. **(32.2.9D)**

**COMMENT #:** 247  
**DATE:** 6/29/21 11:32 AM  
**SOURCE:** Website  
**NAME:** Tyson Bolduc

---

**COMMENT:**

Great plan. Reducing emissions and keeps the mountains open during road closures. **(32.29D)**

**COMMENT #:** 248  
**DATE:** 6/29/21 11:32 AM  
**SOURCE:** Website  
**NAME:** Anne Rassaiga

---

**COMMENT:**

Support the gondola (32.2.9D)

**COMMENT #:** 249  
**DATE:** 6/29/21 11:32 AM  
**SOURCE:** Website  
**NAME:** Von Isaman

---

**COMMENT:**

What will be the cost per person to ride the gondola? **(32.2.4A)**



**COMMENT #:** 250  
**DATE:** 6/29/21 11:33 AM  
**SOURCE:** Website  
**NAME:** Perry Hacker

---

**COMMENT:**

I wanted to add that widening the road and adding the berms seems like a huge impact to the existing canyon, one that would be much more unappealing than the gondola. **(32.2.9D)**

**COMMENT #:** 251  
**DATE:** 6/29/21 11:33 AM  
**SOURCE:** Website  
**NAME:** Megan Humphreys

---

**COMMENT:**

The Gondola is the best option. Not only will it help with less traffic, but it's less invasive to the canyon itself. Paving will just cause more headaches and make traffic a nightmare. **(32.2.9D)**

**COMMENT #:** 252  
**DATE:** 6/29/21 11:33 AM  
**SOURCE:** Website  
**NAME:** Lisa Russell

---

**COMMENT:**

I support the gondola proposal. **(32.2.9D)**We have to reduce our carbon emissions and reliance on fossil fuels. **(32.10A)**

**COMMENT #:** 253  
**DATE:** 6/29/21 11:33 AM  
**SOURCE:** Website  
**NAME:** Christina Scavezze

---

**COMMENT:**

We need this! How exciting! Let's do it! **(32.29D)**

**COMMENT #:** 254  
**DATE:** 6/29/21 11:33 AM  
**SOURCE:** Website  
**NAME:** James Scarcelli

---

**COMMENT:**

I am for the gondola. We should not be adding any more road traffic, including buses into the canyon. The additional paving, plowing, and vehicle traffic needs to be reduced not increased. **(32.2.9D)**

**COMMENT #:** 255  
**DATE:** 6/29/21 11:34 AM  
**SOURCE:** Website  
**NAME:** Tracy Burton

---

**COMMENT:**

I think this is the best long term solution to the vehicle issues in the canyon. **(32.29D)**

Have you looked in to the European model of covers over the hi-way at the slide paths? **(32.2.9K)**

**COMMENT #:** 256  
**DATE:** 6/29/21 11:34 AM  
**SOURCE:** Website  
**NAME:** Vanessa Brown

---

**COMMENT:**

Not really liking either option - but would prefer a gondola (32.2.9D)

**COMMENT #:** 257  
**DATE:** 6/29/21 11:34 AM  
**SOURCE:** Website  
**NAME:** Janell Owens

---

**COMMENT:**

Yes!!!! This is the best idea ever! Should've been this way starting a long time ago. Have skied in Europe, this is the best answer there and why not here?? **(32.29D)**



**COMMENT #:** 258  
**DATE:** 6/29/21 11:34 AM  
**SOURCE:** Website  
**NAME:** Shauna Rohbock

---

**COMMENT:**

Gondolas are not the answer for locals ... way too much \$\$t to build, maintain and not practical  
(32.2.9E)

**COMMENT #:** 259  
**DATE:** 6/29/21 11:34 AM  
**SOURCE:** Website  
**NAME:** Jamie Zussman

---

**COMMENT:**

I believe that finding a permanent, non-vehicle based solution to the traffic in little cottonwood canyon is a necessity to preserve the accessibility and safety within the canyon. **(32.2.9D)**

**COMMENT #:** 260  
**DATE:** 6/29/21 11:34 AM  
**SOURCE:** Website  
**NAME:** Laure Johanson

---

**COMMENT:**

Please go with the Gondola option. Less cars/busses in the canyon the better for the environment.  
**(32.2.9D)**

**COMMENT #:** 261  
**DATE:** 6/29/21 11:34 AM  
**SOURCE:** Website  
**NAME:** Bruce Remund

---

**COMMENT:**

I grew up skiing Snowbird / Alta. The main reason I have reduced my visits in recent years is the traffic is insane. Please do the gondola...genius solution. **(32.2.9D)**

**COMMENT #:** 262  
**DATE:** 6/29/21 11:34 AM  
**SOURCE:** Website  
**NAME:** Bryan Christensen

---

**COMMENT:**

I think the gondola option is the best way to get people up and down the canyon while maintaining the beauty of they canyon throughout the year. **(32.2.9D)**

**COMMENT #:** 263  
**DATE:** 6/29/21 11:34 AM  
**SOURCE:** Website  
**NAME:** Jake George

---

**COMMENT:**

An emphasis should be placed on establishing snow banks regardless of the gondola or road widening. Without snowbanks people working and living in the town of Alta and emergency vehicles will still be delayed due to avalanche conditions. Europe uses snowbanks effectively. We should too. My vote is for road widening plus snowbank additions. **(32.29E)**

**COMMENT #:** 264  
**DATE:** 6/29/21 11:35 AM  
**SOURCE:** Website  
**NAME:** Larry Hardebeck

---

**COMMENT:**

I believe that a bus system provides much more flexibility than a gondola. Many people other than skiers use the canyon and busses would be much more conducive to service all other areas. **(32.2.6.3C and 32.2.9B)**

**COMMENT #:** 265  
**DATE:** 6/29/21 11:35 AM  
**SOURCE:** Website  
**NAME:** Hannah Belnap-Gunn

---

**COMMENT:**

I strongly support the gondola option as a much better long-term solution with far less environmental impact. **(32.2.9D)**



**COMMENT #:** 266  
**DATE:** 6/29/21 11:35 AM  
**SOURCE:** Website  
**NAME:** MJ Grant

---

**COMMENT:**

I support gondola **(32.2.9D)**

**COMMENT #:** 267  
**DATE:** 6/29/21 11:35 AM  
**SOURCE:** Website  
**NAME:** Chanakya Duggineni

---

**COMMENT:**

Tweet at Elon to build a hyper loop for LCC! (32.2.20)

**COMMENT #:** 268  
**DATE:** 6/29/21 11:35 AM  
**SOURCE:** Website  
**NAME:** Jamie Gull

---

**COMMENT:**

The gondola solution is clearly superior. Traveling through European mountains on gondolas has been a beloved and time honored, tried and true method for moving people in sensitive areas. this approach is more consistent with the preservation of natural areas and is very attractive to tourists and locals alike. **(32.2.9D)**

**COMMENT #:** 269  
**DATE:** 6/29/21 11:35 AM  
**SOURCE:** Website  
**NAME:** Bradley Jenson

---

**COMMENT:**

The gondola makes the most sense! I vote for a gondola. **(32.2.9D)**

**COMMENT #:** 270  
**DATE:** 6/29/21 11:35 AM  
**SOURCE:** Website  
**NAME:** Joshua Howcroft

---

**COMMENT:**

We need to reduce carbon emissions **(32.10A)** as well as have access to/from resorts when avalanches happen.

**COMMENT #:** 271  
**DATE:** 6/29/21 11:35 AM  
**SOURCE:** Website  
**NAME:** David Tranter

---

**COMMENT:**

I am in favor of the gondola project. I believe it's the only way that Snowbird and Alta can be preserved for us local skiers given the growth **(32.2.9D)**

**COMMENT #:** 272  
**DATE:** 6/29/21 11:36 AM  
**SOURCE:** Website  
**NAME:** Casey Poe

---

**COMMENT:**

Yes, I support a gondola or more busing. The canyon road is becoming untenable. **(32.2.9B and 32.2.9D)**

**COMMENT #:** 273  
**DATE:** 6/29/21 11:36 AM  
**SOURCE:** Website  
**NAME:** Mikhael Mikhalev

---

**COMMENT:**

I support the expanded bus option! This is the only option where public transportation is actually FASTER than driving your own vehicle, especially during peak traffic times. Saving time and avoiding traffic is the only thing that will encourage people to take public transportation. The bus "fast lane" system has worked very well at other ski destinations, such as Aspen. This plan also has the added benefit of providing a safer bike lane for road bikers in the summer, which also increases recreation opportunities. **(32.2.9B)**



**COMMENT #:** 274  
**DATE:** 6/29/21 11:36 AM  
**SOURCE:** Website  
**NAME:** Mark Grow

---

**COMMENT:**

Yes to the GONDOLA **(32.2.9D)**

**COMMENT #:** 275  
**DATE:** 6/29/21 11:36 AM  
**SOURCE:** Website  
**NAME:** Lexi Dowdall

---

**COMMENT:**

Played in this canyon my entire life and have been observing its changes for 30+ years now. The current situation is untenable.

A bus pass is not included on my ski pass. \$8.00 is cost prohibitive to ride the bus when faced with the reality of being trapped on it for hours at a time in traffic. Families simply cannot afford to travel by bus when faced with the cost and difficulty of managing children and equipment. I cannot imagine that the number of out-of-state visitors using the bus system is high, based on the cost and time investment. Thus they rent 2WD vehicles and accidents in the canyon on stormy days is inevitable.

I support the gondola option with a base at La Calle as it comes with the offer from Snowbird for a conservation easement on Mount Superior. **(32.29F)** I am comfortable with the longer transit time if it can ease congestion and remove reckless drivers from Highway 210. I think the gondola option will ultimately cause less environmental damage, avalanche hazard and accidents if we can remove thousands of cars from the roadway and eliminate the need for huge swatches of paved area in the upper canyon. **(32.2.9D)**

**COMMENT #:** 276  
**DATE:** 6/29/21 11:36 AM  
**SOURCE:** Website  
**NAME:** John Scott

---

**COMMENT:**

Alternative B is the only reasonable solution - the public always wants reliability when it comes to winter access especially.

Gondola all the way without hesitation. **(32.2.9D)**

**COMMENT #:** 277  
**DATE:** 6/29/21 11:36 AM  
**SOURCE:** Website  
**NAME:** Melanie Lawrence

---

**COMMENT:**

Bus option. It runs year round, has multiple options for stops, and can run more often. (32.2.6.3C and 32.2.9A)

**COMMENT #:** 278  
**DATE:** 6/29/21 11:36 AM  
**SOURCE:** Website  
**NAME:** Elisabeth Leeflang

---

**COMMENT:**

Don't ruin the haven I call home, build the gondola and make it fee only for vehicles to weed out the the taggers and everyone else who doesn't respect it **(32.2.4A and 32.2.9D)**

**COMMENT #:** 279  
**DATE:** 6/29/21 11:36 AM  
**SOURCE:** Website  
**NAME:** Daniel Kovach

---

**COMMENT:**

I want you all to know that I believe the Gondola solution is a direct giveaway to 3 business entities (snowbird/Alta/LaCaille) at the expense of the taxpayers. **(3.2.7A)** This is not only a horrible giveaway, it's not a sustainable solution! Buses will be cleaner, more robust, and will help drive the changes we all need to make (more public transport usage = cleaner air and less pollution **(32.10A)**). Perhaps someday we may even have winters again !!!

**COMMENT #:** 280  
**DATE:** 6/29/21 11:37 AM  
**SOURCE:** Website  
**NAME:** Mark Moody

---

**COMMENT:**

A gondola makes the most sense. It will cut down on emissions and dependencies on vehicles.  
**(32.10A)** Expanding the road or increasing dependencies on busses won't have a significant impact on traffic. **(32.7C)** The population in SLC will only continue to grow- it's time to implement a real solution and not put a bandaid on the issue.

**COMMENT #:** 281  
**DATE:** 6/29/21 11:37 AM  
**SOURCE:** Website  
**NAME:** Julia Voorhees

---

**COMMENT:**

Please do not build a gondola. It will destroy the beauty of the canyon and will have extremely limited usage. **(32.2.9E)** Please consider a cog type railway along the current roadway. **(32.2.9F)**



**COMMENT #:** 282  
**DATE:** 6/29/21 11:37 AM  
**SOURCE:** Website  
**NAME:** Mark Pugsley

---

**COMMENT:**

I am a 55 year old season pass holder and Alta and favor the Gondola option. I'm sorry but I wont take the bus, but I would absolutely take the gondola. **(32.2.9D)**

**COMMENT #:** 283  
**DATE:** 6/29/21 11:37 AM  
**SOURCE:** Website  
**NAME:** Maria Perez

---

**COMMENT:**

I vote for the gondola option. Less pavement on the canyon please. (32.2.9D)

**COMMENT #:** 284  
**DATE:** 6/29/21 11:37 AM  
**SOURCE:** Website  
**NAME:** Matthew LaRose

---

**COMMENT:**

This is a great solution **(32.29D)**

**COMMENT #:** 285  
**DATE:** 6/29/21 11:38 AM  
**SOURCE:** Website  
**NAME:** Julie Dansie

---

**COMMENT:**

I do the mail at snowbird and drive from The Millrock office to snowbird 5 days a week. I've seen car wrecks, slides, animals running across the road, etc. the Gondola would be the best option to avoid slide offs, animals, and traffic congestion. **(32.2.9D)**

**COMMENT #:** 286  
**DATE:** 6/29/21 11:38 AM  
**SOURCE:** Website  
**NAME:** Kristin Burnham

---

**COMMENT:**

I support the gondola option. It's the best choice for the future of the canyon. (32.2.9D)

**COMMENT #:** 287  
**DATE:** 6/29/21 11:38 AM  
**SOURCE:** Website  
**NAME:** Kris Crockett

---

**COMMENT:**

Worst idea ever. Another tourist trap where the resorts benefit and no one else does. **(32.29D)**

**COMMENT #:** 288  
**DATE:** 6/29/21 11:38 AM  
**SOURCE:** Website  
**NAME:** Jordan Monroe

---

**COMMENT:**

I vote for the gondola option! It would be amazing to have less cars on the canyon road. **(32.2.9D)**

**COMMENT #:** 289  
**DATE:** 6/29/21 11:38 AM  
**SOURCE:** Website  
**NAME:** Katrina Jensen

---

**COMMENT:**

i support the gondola idea for LCC solution **(32.2.9D)**



**COMMENT #:** 290  
**DATE:** 6/29/21 11:38 AM  
**SOURCE:** Website  
**NAME:** Sheila Gelman

---

**COMMENT:**

Please use the gondola to reduce traffic. **(32.2.9D)**

**COMMENT #:** 291  
**DATE:** 6/29/21 11:39 AM  
**SOURCE:** Website  
**NAME:** Rod Hunt

---

**COMMENT:**

Being a life long resident & skier for all but 10 years of it, I have experienced the canyons growing traffic & growth of the ski industry overall, and it has long been evident that we need a master plan for Little Cottonwood & Big Cottonwood canyons. After reviewing & studying the options I think that the GONDOLA OPTION WOULD BE BEST! Thx, Rod **(32.2.9D)**

**COMMENT #:** 292  
**DATE:** 6/29/21 11:39 AM  
**SOURCE:** Website  
**NAME:** David Werts

---

**COMMENT:**

My 1st choice would be to expand the existing road system with more lanes to accommodate more cars.

Second choice would be the Gondola option but this seems very expensive with a large environmental and eye sore impact to install the towers and infrastructure necessary. **(32.2.9D)**

More car capacity with expansion of the roads seems the most cost effective, efficient and best long-term option. **(32.2.2P)**

Thanks, David

**COMMENT #:** 293  
**DATE:** 6/29/21 11:39 AM  
**SOURCE:** Website  
**NAME:** Marian Bonar

---

**COMMENT:**

LCC is currently overcrowded to the point of dangerous on busy days. I fully support the gondola option to take cars off the road in Little Cottonwood Canyon, making the canyon a more safe place to recreate.  
**(32.2.9D)**

**COMMENT #:** 294  
**DATE:** 6/29/21 11:39 AM  
**SOURCE:** Website  
**NAME:** Cristine Tuttle

---

**COMMENT:**

Hello,  
I'm a resident of Utah and I support the proposed gondola for transportation in Little Cottonwood Canyon. I think the gondola option is far superior to the proposed expanded bus service. I also think there should be expanded parking at the gondola. there should be parking for about 5000 cars so people can conveniently access the gondola. **(32.2.6.5J and 32.2.9D)**  
thank you for listening to my comments.  
Cristine Tuttle

**COMMENT #:** 295  
**DATE:** 6/29/21 11:40 AM  
**SOURCE:** Website  
**NAME:** Carmen Preece

---

**COMMENT:**

This is a fabulous plan! We're fans! **(32.29D)**

**COMMENT #:** 296  
**DATE:** 6/29/21 11:40 AM  
**SOURCE:** Website  
**NAME:** Todd Hamblin

---

**COMMENT:**

Having lived in Europe for 3 years, I strongly prefer the rail or tram options being proposed for Little Cottonwood Canyon. Let's be smart and learn from those who have been working to move large crowds of people smoothly into and out of their beautiful mountains while maintaining as much of the natural ecosystem as possible. **(32.2.9D and 32.2.9F)**

**COMMENT #:** 297  
**DATE:** 6/29/21 11:40 AM  
**SOURCE:** Website  
**NAME:** Cole Trier

---

**COMMENT:**

Please go with the gondola option! **(32.2.9D)** Buses will not be a suitable solution for the huge influx of people! **(32.2.9C)**



**COMMENT #:** 298  
**DATE:** 6/29/21 11:40 AM  
**SOURCE:** Website  
**NAME:** Clark Nichols

---

**COMMENT:**

manatory for the canyon **(32.29D)**

**COMMENT #:** 299  
**DATE:** 6/29/21 11:40 AM  
**SOURCE:** Website  
**NAME:** Leslie Kirschner

---

**COMMENT:**

I live near LCC and strongly support the gondola option! Hoping it could also operate (perhaps at reduced capacity) in the summer. **(32.2.9D)**

**COMMENT #:** 300  
**DATE:** 6/29/21 11:40 AM  
**SOURCE:** Website  
**NAME:** Chris Gee

---

**COMMENT:**

Please make the gondola happen **(32.2.9D)**

**COMMENT #:** 301  
**DATE:** 6/29/21 11:40 AM  
**SOURCE:** Website  
**NAME:** Charles Moore

---

**COMMENT:**

Bus (32.29D)

**COMMENT #:** 302  
**DATE:** 6/29/21 11:41 AM  
**SOURCE:** Website  
**NAME:** Colby Young

---

**COMMENT:**

The bus system is not the solution, the gondola would be cleaner and better for LCC long term  
(32.2.9D)

**COMMENT #:** 303  
**DATE:** 6/29/21 11:41 AM  
**SOURCE:** Website  
**NAME:** Mark Beck

---

**COMMENT:**

I support the gondola **(32.2.9D)**

**COMMENT #:** 304  
**DATE:** 6/29/21 11:41 AM  
**SOURCE:** Website  
**NAME:** Jeff Bitton

---

**COMMENT:**

Gondola is the best option for future generations. **(32.2.9D)**

**COMMENT #:** 305  
**DATE:** 6/29/21 11:41 AM  
**SOURCE:** Website  
**NAME:** Rob Morris

---

**COMMENT:**

I am in favor of using a gondola solution in little cottonwood canyon to reduce emissions, traffic issues, and protect the wildlife and environment of the canyon. **(32.2.9D and 32.10A)**



**COMMENT #:** 306  
**DATE:** 6/29/21 11:41 AM  
**SOURCE:** Website  
**NAME:** Alex Bowen

---

**COMMENT:**

Let's help save the environment and limit the amount of emissions polluting our beautiful canyons. We have seen how humans can negatively impact wildlife and the water that we drink. The last thing we need in our canyons are more paved roads which will redesign river flow and prevent animals from being able to freely roam in their natural habitat. We can save the animals and environment by building around it, and not through it!!! **(32.29D)**

**COMMENT #:** 307  
**DATE:** 6/29/21 11:41 AM  
**SOURCE:** Website  
**NAME:** karen Cunningham

---

**COMMENT:**

wish when road is closed they keep traffic moving at bottom of canyon not lining up canyon and idle till road opens live in canyon 30 years now and this was the procedure years ago air quality matters.  
**(32.7A and 32.7B)**

**COMMENT #:** 308  
**DATE:** 6/29/21 11:41 AM  
**SOURCE:** Website  
**NAME:** Clay Smith

---

**COMMENT:**

Let's do the gondola!! (32.2.9D)

**COMMENT #:** 309  
**DATE:** 6/29/21 11:42 AM  
**SOURCE:** Website  
**NAME:** Terry Heinrich

---

**COMMENT:**

I am against the gondola. **(32.2.9E)** It is a huge expense where developers & ski resorts profit. Don't want my tax money paying for it. **(32.2.7A)** It will take too long. The road will still be open. People will still drive up LCC everyday. This is not a solution to congestion. It is just a project to help the developers at LaCaille make money. Our local population who ski 2 or 3 days a week will not use the gondola. It takes too long to get there then park then wait then ride it. They would rather drive. The initial cost is very high & 10.6 million to run it every year? Why hasn't Snowbird & Alta told the public how much it will cost to ride the gondola each day. **(32.2.4A)** Snowbird said employees are free but we need to know how much a skier or snowboarder has to pay each day. Can you just see it? Everyone will get off the freeway & it will be bumper to bumper stopped traffic all the way to LaCaille **(32.2.6.5E)** Instead of the mouth of LCC.

**COMMENT #:** 310  
**DATE:** 6/29/21 11:42 AM  
**SOURCE:** Website  
**NAME:** Jessica Doonigan

---

**COMMENT:**

I am in support of the gondola as it would decrease pollution and the number of car crashes. **(32.2.9D)**  
Additionally, as a rock climber, the road expansion would destroy some of the most classic boulders in Little Cottonwood Canyon. **(32.4A)**

**COMMENT #:** 311  
**DATE:** 6/29/21 11:42 AM  
**SOURCE:** Website  
**NAME:** Sharyn Isom

---

**COMMENT:**

I support the gondola. Wasatch back resident. **(32.2.9D)**

**COMMENT #:** 312  
**DATE:** 6/29/21 11:42 AM  
**SOURCE:** Website  
**NAME:** Steve Neu

---

**COMMENT:**

I favor the gondola option for improving the access to Snowbird and Alta. **(32.2.9D)**

**COMMENT #:** 313  
**DATE:** 6/29/21 11:42 AM  
**SOURCE:** Website  
**NAME:** Valerie Pruc

---

**COMMENT:**

I support the gondola option for transportation improvements to Little Cottonwood Canyon. It is far more environmentally friendly and sustainable than expanding the bus program. **(32.2.9D)**



**COMMENT #:** 314  
**DATE:** 6/29/21 11:42 AM  
**SOURCE:** Website  
**NAME:** Richard Bleil

---

**COMMENT:**

I am supportive of the gondola over any bus route **(32.2.9D)**

**COMMENT #:** 315  
**DATE:** 6/29/21 11:42 AM  
**SOURCE:** Website  
**NAME:** Robert Langlands

---

**COMMENT:**

I believe that the Gondola option is the better of the two as it reduces single engine vehicle use in LCC, improves reliability of transportation through inclement weather conditions, and is more reliable than than the bus alternative. **(32.2.9D)**

**COMMENT #:** 316  
**DATE:** 6/29/21 11:43 AM  
**SOURCE:** Website  
**NAME:** Mark Hosier

---

**COMMENT:**

I've been skiing LCC 80-100 days a year for 22 years and I have witnessed the amazing growth in traffic. I'm 77, so I'll never see the gondola, but I strongly support it for future generations. **(32.2.9D)**

**COMMENT #:** 317  
**DATE:** 6/29/21 11:43 AM  
**SOURCE:** Website  
**NAME:** Brent Petersen

---

**COMMENT:**

This seems like the best long term solution...let's not do a short term fossil fuel solution! **(32.29D)**

**COMMENT #:** 318  
**DATE:** 6/29/21 11:43 AM  
**SOURCE:** Website  
**NAME:** Emily Carter

---

**COMMENT:**

I LOVE the gondola concept for the future of canyon recreation and conservation. I am so hopeful this can become a reality!!! More pollution, congestion, and buses is not a good long term solution. (**32.2.9C and 32.2.9D**)

**COMMENT #:** 319  
**DATE:** 6/29/21 11:43 AM  
**SOURCE:** Website  
**NAME:** Paula Whitlock

---

**COMMENT:**

Having driven up the canyon daily for 10+ years, it's my opinion that the gondola would be a great choice. The canyon is not only congested during the winter but summer as well. I think it's a better choice for the environment and safer for travelers moving in and out of the canyon. **(32.2.9D)**

**COMMENT #:** 320  
**DATE:** 6/29/21 11:43 AM  
**SOURCE:** Website  
**NAME:** Virginia Furin

---

**COMMENT:**

I vote for the gondola **(32.2.9D)**

**COMMENT #:** 321  
**DATE:** 6/29/21 11:43 AM  
**SOURCE:** Website  
**NAME:** Ryan Brinton

---

**COMMENT:**

I love the idea of the gondola! Driving on that road always scares me a little, and I love any option that helps me avoid that. And I feel like a gondola is a WAY better investment than buses and more roads.  
**(32.2.9D)**



**COMMENT #:** 322  
**DATE:** 6/29/21 11:43 AM  
**SOURCE:** Website  
**NAME:** Antony Tersol

---

**COMMENT:**

I believe the gondola is the better solution to transportation in Little Cottonwood Canyon, and will be superior environmentally. **(32.2.9D)**

**COMMENT #:** 323  
**DATE:** 6/29/21 11:43 AM  
**SOURCE:** Website  
**NAME:** Brenn Bouwhuis

---

**COMMENT:**

Gondola vote. **(32.2.9D)**

**COMMENT #:** 324  
**DATE:** 6/29/21 11:43 AM  
**SOURCE:** Website  
**NAME:** Matthew Hanson

---

**COMMENT:**

The gondola is a great idea. less environmental impact than widening the road and it will be a fun ride as well! **(32.2.9D)**

**COMMENT #:** 325  
**DATE:** 6/29/21 11:44 AM  
**SOURCE:** Website  
**NAME:** robert buie

---

**COMMENT:**

The gondola concept appears stunningly simple, remarkably reliable and esthetically attractive. It also appears to support the environmental ethos of the canyon and its culture. This alternative resolves issues relating to avalanche danger and public safety and provides a fun opportunity for a broader base of public participation without many of the impacts of an expanding population. Our tribe favors the gondola alternative over the others. **(32.2.9D)**

**COMMENT #:** 326  
**DATE:** 6/29/21 11:44 AM  
**SOURCE:** Website  
**NAME:** Eric Praetorius

---

**COMMENT:**

I am all for the gondola. **(32.2.9D)**

**COMMENT #:** 327  
**DATE:** 6/29/21 11:44 AM  
**SOURCE:** Website  
**NAME:** Erick Billetdeaux

---

**COMMENT:**

I do not support a gondola. **(32.2.9E)** It benefits two resorts at a great taxpayer's expense. **(32.2.7A)** Alta discriminates against snowboards and the gondola discriminates against all other users of the canyon because it only serves the resorts and not the other trail heads.

**COMMENT #:** 328  
**DATE:** 6/29/21 11:44 AM  
**SOURCE:** Website  
**NAME:** Michele Karg

---

**COMMENT:**

Requesting/supporting the Gondola Alternative B option. (32.2.9D)

**COMMENT #:** 329  
**DATE:** 6/29/21 11:44 AM  
**SOURCE:** Website  
**NAME:** Coleman Barney

---

**COMMENT:**

I would prefer to see the gondola for Little Cottonwood Canyon. It would reduce the need for further road construction, buses and snow don't mix, and gondola's will ride above avalanches and slide offs on snowy days. **(32.2.9D)**



**COMMENT #:** 330  
**DATE:** 6/29/21 11:44 AM  
**SOURCE:** Website  
**NAME:** Tyson Stokes

---

**COMMENT:**

I would definitely encourage the gondola option. It seems like a no-brainer among all options that are considered. **(32.2.9D)**

**COMMENT #:** 331  
**DATE:** 6/29/21 11:44 AM  
**SOURCE:** Website  
**NAME:** Jessica Bernstein

---

**COMMENT:**

I strongly support the Gondola option! It should reduce traffic, while preserving the health of the canyon. It will also be an added, unique perk to our city! **(32.2.9D)**

**COMMENT #:** 332  
**DATE:** 6/29/21 11:44 AM  
**SOURCE:** Website  
**NAME:** Jonathan Petrover

---

**COMMENT:**

Gondy instead of hours of traffic in the ski bus...Fabulous!!! (32.2.9D)

**COMMENT #:** 333  
**DATE:** 6/29/21 11:45 AM  
**SOURCE:** Website  
**NAME:** Heidi Timpson

---

**COMMENT:**

Utah has a major air quality problem, the gondola would cut down on pollution. **(32.10A)** Not to mention, widening the road for a bus destroys so much of the canyon and classic bouldering sites. **(32.4B)** Please don't cut out our mountain!

**COMMENT #:** 334  
**DATE:** 6/29/21 11:45 AM  
**SOURCE:** Website  
**NAME:** Kira Sasaki

---

**COMMENT:**

Please consider environmental impacts and the future of our planet when choosing the transit option. The only acceptable option is the Gondola. **(32.2.9D)**

**COMMENT #:** 335  
**DATE:** 6/29/21 11:45 AM  
**SOURCE:** Website  
**NAME:** Barrett Lee

---

**COMMENT:**

I think the Gondola is the best option. Use demand in the canyons is not going away - if temperatures keep increasing we are going to see a loss of winter use in the other ski areas at lower elevations. The Gondola will be larger investment upfront, but seems like the best option over the long term. **(32.2.9D)**

**COMMENT #:** 336  
**DATE:** 6/29/21 11:45 AM  
**SOURCE:** Website  
**NAME:** Corrinne Lewis

---

**COMMENT:**

Please do not increase more dependence on vehicles in the canyon. The gondola makes so much more sense for the environment, and for the future enjoyment of the canyon! **(32.2.9D)**

**COMMENT #:** 337  
**DATE:** 6/29/21 11:45 AM  
**SOURCE:** Website  
**NAME:** Mats Whitmyer

---

**COMMENT:**

I support the gondola **(32.2.9D)**



**COMMENT #:** 338  
**DATE:** 6/29/21 11:46 AM  
**SOURCE:** Website  
**NAME:** Steve Nielsen

---

**COMMENT:**

I prefer the Gondola B option as it would cause less impact on implementation and construction and transportation would not be adversely affected by weather. **(32.2.9D)**

**COMMENT #:** 339  
**DATE:** 6/29/21 11:46 AM  
**SOURCE:** Website  
**NAME:** Eric Meyers

---

**COMMENT:**

My family (myself, my wife, children, and grandchildren) own 3 timeshares at Snowbird and have been enjoying the winter ski season up Little Cottonwood Canyon for over 25 years. We have seen first hand the traffic and congestion and the problems that occur when the highway must be closed down due to weather or avalanches (we were there once when the road was closed for 3 days and hundreds of people had to make due at the Cliff Lodge). We wholeheartedly support the Gondola proposal because, as so many have noted, it solves the very difficult problem of needing to move people up and down the mountain when the road must be closed. We would hate to see the canyon torn up and the disruption that would occur by adding an additional lane for bus service and we believe that would only be a short term solution. Please, please choose the Gondola proposal!!! **(32.2.9D)**

**COMMENT #:** 340  
**DATE:** 6/29/21 11:46 AM  
**SOURCE:** Website  
**NAME:** Ryan Leick

---

**COMMENT:**

I support the gondola proposal as the most logical and sustainable long term solution. **(32.2.9D)**

**COMMENT #:** 341  
**DATE:** 6/29/21 11:46 AM  
**SOURCE:** Website  
**NAME:** Sabrina Haller

---

**COMMENT:**

Given the issues with air quality already in the Salt Lake valley, I support the gondola as a more sustainable and environmentally friendly solution to addressing traffic in the canyon. **(32.10A and 32.2.9D)**

**COMMENT #:** 342  
**DATE:** 6/29/21 11:47 AM  
**SOURCE:** Website  
**NAME:** Robert Braun

---

**COMMENT:**

in support (32.29D)

**COMMENT #:** 343  
**DATE:** 6/29/21 11:47 AM  
**SOURCE:** Website  
**NAME:** Todd Rizzolo

---

**COMMENT:**

I support the gondola to reduce carbon traffic in little cottonwood canyon. **(32.2.9D and 32.10A)**

**COMMENT #:** 344  
**DATE:** 6/29/21 11:47 AM  
**SOURCE:** Website  
**NAME:** Alexander Alguire

---

**COMMENT:**

You should be using the appropriate long term solution of a cog railway instead of the short term solutions of an expanded bus rout or a gondola. Both of these options are short sighted. **(32.2.9F)**

**COMMENT #:** 345  
**DATE:** 6/29/21 11:47 AM  
**SOURCE:** Website  
**NAME:** Ryan Miller

---

**COMMENT:**

Close canyon to cars that have 4 or fewer riders. Build a gondola up to the resorts!! (32.2.4A and 32.2.9D)



**COMMENT #:** 346  
**DATE:** 6/29/21 11:47 AM  
**SOURCE:** Website  
**NAME:** Brian Homer

---

**COMMENT:**

I think it is ridiculous for people to oppose improved transportation options. (32.29D)

**COMMENT #:** 347  
**DATE:** 6/29/21 11:47 AM  
**SOURCE:** Website  
**NAME:** Aaron Child

---

**COMMENT:**

I implore you guys to scrap this project, as there are multitudes of people who use that side of the canyon to find peace and to recreate. It's one of the many things that makes Salt Lake an amazing place to live. Destroying it by adding transportation to the resorts would be a massively negative impact. **(32.2.9G)**

**COMMENT #:** 348  
**DATE:** 6/29/21 11:47 AM  
**SOURCE:** Website  
**NAME:** Meagan Gonsalves-Vorwald

---

**COMMENT:**

I support the idea of a gondola going up Little Cottonwood Canyon **(32.2.9D)**

**COMMENT #:** 349  
**DATE:** 6/29/21 11:47 AM  
**SOURCE:** Website  
**NAME:** Stephen Silder

---

**COMMENT:**

A gondola will be more environmentally friendly **(32.2.9D)**

**COMMENT #:** 350  
**DATE:** 6/29/21 11:48 AM  
**SOURCE:** Website  
**NAME:** Paul Ockene

---

**COMMENT:**

Please put in. Gondola ASAP. The road leading up to Alta and snowbird has become increasingly dangerous with dangerous with crazy drivers **(32.2.9D)**

**COMMENT #:** 351  
**DATE:** 6/29/21 11:48 AM  
**SOURCE:** Website  
**NAME:** Andrew Stawski

---

**COMMENT:**

Reduce the number of parking spaces at Snowbird and Alta by 1/2. Provide for parking garage spaces to make up for this reduction in spaces that would encourage skiers/boarders to use garage and gondola. If there is less parking at resorts, it will encourage use of gondola and buses. **(32.2.4A)**

**COMMENT #:** 352  
**DATE:** 6/29/21 11:48 AM  
**SOURCE:** Website  
**NAME:** Rodney Lewis

---

**COMMENT:**

Ted Johnson proposed a similar monorail from Salt Lake Airport, up LLC, over to Park City back down to SLC and back to the airport, in 1969. **(32.2.2I)**

**COMMENT #:** 353  
**DATE:** 6/29/21 11:48 AM  
**SOURCE:** Website  
**NAME:** PETER GALLATI

---

**COMMENT:**

Access to Little Cottonwood Canyon should be by a gondola not additional vehicular traffic. **(32.2.9D)**



**COMMENT #:** 354  
**DATE:** 6/29/21 11:48 AM  
**SOURCE:** Website  
**NAME:** Jess Powell

---

**COMMENT:**

The two proposed solutions to the traffic in Little Cottonwood Canyon are both terrible options. **(32.2.9G)** They fail to take into account canyon use and access for the 3/4 of the year that folks are not skiing. **(32.2.6.3C and 32.2.6.5G)** Key climbing areas that are core to the salt lake climbing community would be totally eliminated, including thousands of dollars worth of time and effort of access trails and parking. **(32.4A and 32.4B)** These propositions are not solutions. They will forever change classic areas used in the canyon the majority of the year. Please find an alternative solution.

**COMMENT #:** 355  
**DATE:** 6/29/21 11:49 AM  
**SOURCE:** Website  
**NAME:** JP Marriott

---

**COMMENT:**

I fully support the gondola option to this project. I think the gondola provides a great resource to the community and takes traffic off of the narrow steep canyon road. **(32.2.9D)**

**COMMENT #:** 356  
**DATE:** 6/29/21 11:49 AM  
**SOURCE:** Website  
**NAME:** Brock Anderson

---

**COMMENT:**

I think the Gondola idea is very smart, scenic and a wonderful idea. That will get more people to use it as well. (32.2.9D)

**COMMENT #:** 357  
**DATE:** 6/29/21 11:49 AM  
**SOURCE:** Website  
**NAME:** tim gibson

---

**COMMENT:**

Gondola System Option is best! **(32.2.9D)**

**COMMENT #:** 358  
**DATE:** 6/29/21 11:49 AM  
**SOURCE:** Website  
**NAME:** Melissa Oeveraas

---

**COMMENT:**

No gondola please. It's an eyesore that will only serve ski resorts and not other trailheads. Expanded bus system ftw. **(32.2.9E and 32.2.9A)**

**COMMENT #:** 359  
**DATE:** 6/29/21 11:49 AM  
**SOURCE:** Website  
**NAME:** CODY PEART

---

**COMMENT:**

DO IT!!! (32.29D)

**COMMENT #:** 360  
**DATE:** 6/29/21 11:50 AM  
**SOURCE:** Website  
**NAME:** Tom Swapp

---

**COMMENT:**

If the options are expanded bus service and gondola then i would prefer the gondola. It eliminates more road traffic and this maintenance on the road, it would be more scenic, it avoids problems with avalanche blocking road access and has a wow factor that bus service does not have. **(32.2.9D)**

**COMMENT #:** 361  
**DATE:** 6/29/21 11:50 AM  
**SOURCE:** Website  
**NAME:** Gary Pettit

---

**COMMENT:**

Please pick the Gondola option, but also a tunnel from LCC to BCC. **(32.2.9D)**



**COMMENT #:** 362  
**DATE:** 6/29/21 11:50 AM  
**SOURCE:** Website  
**NAME:** Rob Booth

---

**COMMENT:**

Yes, I love the Gondola solution. **(32.2.9D)**

**COMMENT #:** 363  
**DATE:** 6/29/21 11:50 AM  
**SOURCE:** Website  
**NAME:** Kiel Mapes

---

**COMMENT:**

Having worked as an electrical aerial ropeway engineer for the better part of a decade, I am a proponent for the ropeway solution. I live in cottonwood heights and am tired of starting my ski days 3-4 hours before lifts start turning just to get up the canyon. It's really taken the fun out of an "organic" ski day especially with parking pass/reservations required. The canyon's straight line geography is perfect for a ropeway. Tower sites can be strategically located out of avalanche paths, car emissions reduced, electrical power sustainably sourced. I vote gondola! **(32.2.9D)**

**COMMENT #:** 364  
**DATE:** 6/29/21 11:50 AM  
**SOURCE:** Website  
**NAME:** Peyton King

---

**COMMENT:**

This sounds like such a good idea! I'm excited to be able to help the environment and ski the powder on days we wouldn't normally be able to due to traction and road problems. **(32.29D)**

**COMMENT #:** 365  
**DATE:** 6/29/21 11:50 AM  
**SOURCE:** Website  
**NAME:** PATRICIA GALLATI

---

**COMMENT:**

I support the gondola option for accessing LCC. There is too much vehicular traffic up and down this Canyon. **(32.2.9D)**

**COMMENT #:** 366  
**DATE:** 6/29/21 11:50 AM  
**SOURCE:** Website  
**NAME:** Christopher Balun

---

**COMMENT:**

I'm a 15 year local and I 100% support the gondola option. **(32.2.9D)**

**COMMENT #:** 367  
**DATE:** 6/29/21 11:50 AM  
**SOURCE:** Website  
**NAME:** Greg Deyle

---

**COMMENT:**

Please, no gondola! **(32.2.9E)**

**COMMENT #:** 368  
**DATE:** 6/29/21 11:50 AM  
**SOURCE:** Website  
**NAME:** Daniel Wells

---

**COMMENT:**

This would free up the canyon, help clean up the air and be awesome for the resorts. **(32.29D)**

**COMMENT #:** 369  
**DATE:** 6/29/21 11:51 AM  
**SOURCE:** Website  
**NAME:** Todd Urban

---

**COMMENT:**

I support the Gondola system 100%. The bus system is old school. **(32.2.9D)**



**COMMENT #:** 370  
**DATE:** 6/29/21 11:51 AM  
**SOURCE:** Website  
**NAME:** Colin Maguire

---

**COMMENT:**

While I'm in favor of preserving as much land as possible in the the canyons, I'm against both proposals. Similar to legacy highway expansion in Davis county, UDOT and other decision makers used sketchy backroom deals to take environmentally sensitive habitats and gave it to developers for financial gain. So much graft involved it turns my stomach to think about it (something like ~\$750 million for 16 miles of road). These types of big decisions are fraught with corruption and benefit only those who are well connected. For a working class family like mine, 1) bussing options are impractical, 2) we will never use a gondola due to its high price tag. Both proposals ultimately prevent my family from enjoying the canyon. **(32.2.9F)**

**COMMENT #:** 371  
**DATE:** 6/29/21 11:51 AM  
**SOURCE:** Website  
**NAME:** Ricaren Miller

---

**COMMENT:**

Reduce our reliance on vehicles - I support the gondola. (32.2.9D)

**COMMENT #:** 372  
**DATE:** 6/29/21 11:51 AM  
**SOURCE:** Website  
**NAME:** Cole Fox

---

**COMMENT:**

The problem is that we aren't even addressing the correct issue here. The problem isn't "too many cars", it's deeper than that. The root issue is that we have a theoretically infinite number of people trying to access a very finite number of parking spots, all at the same time. Installing a gondola at the mouth of the canyon only serves to move the issue about 7 miles west. **(32.2.6.5E)**

Let's assume for a minute that the 3S gondola has the capacity to move more people up the canyon than typical canyon traffic (I've seen conflicting numbers on this). Public transit requires 2 of 3 components for people to actually utilize it: Cheaper, faster, and more convenient than the alternatives. Considering that in order to ride the gondola up, you will first have to navigate traffic to park at parking garage A (for example, the old Shopko), unload and wait in line for a bus to Base Camp, board the bus, unload at base camp (which, according to the plans I've seen, will have some hotels/luxury condos and retail developments), wait in line for the gondola, board the gondola, THEN get the fun ride up. Even if it were free to us, this would be neither faster nor more convenient, so the way to incentivize people to ride is to what, charge a ton of money to drive? Price people out of an already outrageously overpriced sport?

Not to mention, there is way more to the canyon than ski resorts in the winter. The gondola solves a problem present in a small part of the canyon on a limited number of days at a huge taxpayer burden. What if I only want to go to Red Pine? Or Lisa Falls? Will the gondola stop at every major attraction? **(32.2.6.5G)**

And finally, the ecosystem factor. I'm sure there is a way to minimize it, but I would hardly trust the powers that be to require more expensive construction, especially given the current cost of building materials. Even if the effect was minimized, the ecological effect of having giant, steel, vibrating structures with occasional maintenance is nontrivial.

Frankly, I think the solution is reserved parking at the resorts. If there isn't any parking left, I know to plan ahead to take the bus up. I'm happy to help develop a reservation system that suits the huge set of needs here. **(32.2.4A)**

**COMMENT #:** 373  
**DATE:** 6/29/21 11:51 AM  
**SOURCE:** Website  
**NAME:** Bob Woods

---

**COMMENT:**

I support the Gondola option as the safer and more environmentally responsible solution. **(32.2.9D)**

**COMMENT #:** 374  
**DATE:** 6/29/21 11:51 AM  
**SOURCE:** Website  
**NAME:** James Slemboski

---

**COMMENT:**

I support the gondola option 100%(32.2.9D)

**COMMENT #:** 375  
**DATE:** 6/29/21 11:52 AM  
**SOURCE:** Website  
**NAME:** John Richardson

---

**COMMENT:**

I have conducted much research into this and the tram seems to be the most viable. **(32.2.9D)**

**COMMENT #:** 376  
**DATE:** 6/29/21 11:52 AM  
**SOURCE:** Website  
**NAME:** Charles Pigg

---

**COMMENT:**

My second comment is about the cost to ride the Gondola in that option; I suggest the Gondola cost be included in a lift ticket purchase and with a season pass. In other words, cost will be a factor in choosing to ride the Gondola and this should not defer people back into their cars! I hope you can discuss this in your public meetings. The Gondola option has the benefit of starting the ski trip at the bottom of the canyon. **(32.2.4A)**

**COMMENT #:** 377  
**DATE:** 6/29/21 11:52 AM  
**SOURCE:** Website  
**NAME:** Brandon Davidson

---

**COMMENT:**

Gondola please (32.2.9D)



**COMMENT #:** 378  
**DATE:** 6/29/21 11:52 AM  
**SOURCE:** Website  
**NAME:** Stan Postma

---

**COMMENT:**

An alternate to vehicular transportation should be chosen for Little Cottonwood Canyon. A gondola or clogged rail should be added to the existing roadway option. Europe has demonstrated that Alternatives to bus and cars works and provides a much more efficient, clean and safe option. **(32.2.9D and 32.2.9F)**

**COMMENT #:** 379  
**DATE:** 6/29/21 11:52 AM  
**SOURCE:** Website  
**NAME:** Bill Kerig

---

**COMMENT:**

We all know we need a better plan for traffic in LCC. This seems to be a sage and well-thought-out beginning. Kudos. Let's accelerate the discovery process and move to implementation asap! **(32.29D)**

**COMMENT #:** 380  
**DATE:** 6/29/21 11:52 AM  
**SOURCE:** Website  
**NAME:** Bill Phillips

---

**COMMENT:**

I am not in favor of this. It is a huge building and parking structure that blocks the very view that people paid millions for to place their dream homes to look up the canyon. **(32.29D)**

**COMMENT #:** 381  
**DATE:** 6/29/21 11:53 AM  
**SOURCE:** Website  
**NAME:** Steve Orchard

---

**COMMENT:**

Gondola is the best solution. **(32.2.9D)**

**COMMENT #:** 382  
**DATE:** 6/29/21 11:53 AM  
**SOURCE:** Website  
**NAME:** samson madsen

---

**COMMENT:**

As a resident of sandy and and avid outdoor user of canyons and road cycling please do not support bus expansion. **(32.2.9C)** I believe the gondola option will keep the canyon pristine from traffic and infrastructure, furthermore making the resorts more accessible to tourists and safer for cyclists. **(32.2.9D)**

**COMMENT #:** 383  
**DATE:** 6/29/21 11:53 AM  
**SOURCE:** Website  
**NAME:** Deon Gines

---

**COMMENT:**

Gondola would encourage visits year round including non-skiers. I'd ride a gondola every season while I wouldn't think of the bus that way. **(32.2.9D)**

**COMMENT #:** 384  
**DATE:** 6/29/21 11:53 AM  
**SOURCE:** Website  
**NAME:** Richard Getz

---

**COMMENT:**

Gondola! Yes! (32.2.9D)

**COMMENT #:** 385  
**DATE:** 6/29/21 11:54 AM  
**SOURCE:** Website  
**NAME:** mike springsteen

---

**COMMENT:**

No gondola. Extend bus service. **(32.2.9B and 32.2.9E)**



**COMMENT #:** 386  
**DATE:** 6/29/21 11:54 AM  
**SOURCE:** Website  
**NAME:** Dale Newton

---

**COMMENT:**

Gondola (32.2.9D)

**COMMENT #:** 387  
**DATE:** 6/29/21 11:54 AM  
**SOURCE:** Website  
**NAME:** Sarah Lyman

---

**COMMENT:**

100% support the gondola project **(32.2.9D)**

**COMMENT #:** 388  
**DATE:** 6/29/21 11:54 AM  
**SOURCE:** Website  
**NAME:** Derek Bartholomew

---

**COMMENT:**

Do it! (32.29D)

**COMMENT #:** 389  
**DATE:** 6/29/21 11:54 AM  
**SOURCE:** Website  
**NAME:** BJ Rees

---

**COMMENT:**

As a long time resident and skier at both Alta and Snowbird, I have certainly noticed the increased congestion in the canyon. It would be naive to believe that the current state is sustainable with the increased population growth and the increase of out of state visitors due to pass sharing programs. However, it is unfortunate that greed and money are dominating this discussion. There seems to be more concern over some grand tourist attraction such as ski link and the ludicrous plan to install a gondola all the way up LCC vs. considering options to preserve the beauty of the canyon for the local community and future generations. The locals do not want to fund the interests of the tourists and local greed of a few in our taxes. **(32.2.7A)** We want to preserve and protect our resources for our future generations to enjoy as we have. There are many alternatives to solve the congestion problem that do not permanently damage and alter the canyon landscape such as the gondola plan would do. Increased bus service and tolls are a solution that could be implemented immediately. This would avoid the ludicrous cost of an eyesore that no one wants except the greedy and the out of state tourists looking for the next circus attraction. It is alarming that a carnival attraction is even being seriously considered as an option. This makes one wonder about the corruption and ethical breakdowns that are happening behind the scenes with local government and special interests. All of these interests need to be made public information. Who stands to profit from a gondola going up the canyon. Who stands to lose most? If some form of transit going up the canyon becomes necessary, it should be a train, not a gondola. Again, this should be a last resort as the cost would fall largely to tax payers. Increased bus service, tolls and snow tunnels are the answer. **(32.2.9A)**

**COMMENT #:** 390  
**DATE:** 6/29/21 11:54 AM  
**SOURCE:** Website  
**NAME:** Amy Stephens

---

**COMMENT:**

Gondola!!! Don't expand the road please!! (32.2.9D)

**COMMENT #:** 391  
**DATE:** 6/29/21 11:54 AM  
**SOURCE:** Website  
**NAME:** Michael Canty

---

**COMMENT:**

I support the gondola option B. It is better and more forward-thinking than option A. **(32.2.9D)**

**COMMENT #:** 392  
**DATE:** 6/29/21 11:55 AM  
**SOURCE:** Website  
**NAME:** Maria Borisevich

---

**COMMENT:**

I'd prefer the Gondola. **(32.2.9D)**

**COMMENT #:** 393  
**DATE:** 6/29/21 11:55 AM  
**SOURCE:** Website  
**NAME:** Charlie Schaul

---

**COMMENT:**

I think a better idea is to build a monorail. It would be low impact to the environment and provide a faster trip with greater number of people per train car as compared to a gondola. It would be safe in the avalanche prone areas as well. (32.2.2I)



**COMMENT #:** 394  
**DATE:** 6/29/21 11:55 AM  
**SOURCE:** Website  
**NAME:** Braeden Daly

---

**COMMENT:**

I've lived Utah and skied the LCC my whole life except for 2 years where I moved the Colorado. In 2014 I moved back to Utah because I couldn't stand the traffic on i70 in Colorado to go skiing. 2021 Will be the first season since I was in 2nd grade that I won't be getting a ski pass, not because of cost or lack of time but because the traffic and congestion has gotten out of control. This problem needs to be looked at from a long term perspective, sure you can add more lanes and more buses to make short gains, but the persona you attract skiing rarely will agree to take a bus vs paying from parking. (2020 is a great example) A gondola is an attraction and a solution. If you're looking for a long term solution that has potential to pay for itself, then the gondola is the only one being presented currently. PLEASE go for the long term solution and prevent LCC from becoming the next I70. I hope to get back to LCC soon! **(32.2.9D)**

**COMMENT #:** 395  
**DATE:** 6/29/21 11:55 AM  
**SOURCE:** Website  
**NAME:** Dee Olsen

---

**COMMENT:**

Concerns: 1-Peak times the wait is too long and people drive/bus anyway 2-Taxpayers eventually end up paying for the maintenance **(32.2.7A)** 3-Parking and lockers are still undersized for the amount of people during the ski season **(32.2.3A)**

Pros: I love the solution and would use it if it would get me to the lift in 30-40 minutes **(32.29D)**

**COMMENT #:** 396  
**DATE:** 6/29/21 11:55 AM  
**SOURCE:** Website  
**NAME:** Josh Christensen

---

**COMMENT:**

I'm concerned about the crowding in little cottonwood canyon more than I'm concerned about getting more people up there. What are the resorts going to do about 2+ hour long lift lines? **(32.20C)**

**COMMENT #:** 397  
**DATE:** 6/29/21 11:55 AM  
**SOURCE:** Website  
**NAME:** Dan Kraucunas

---

**COMMENT:**

I think the gondola will be a great option for the canyons! **(32.2.9D)**

**COMMENT #:** 398  
**DATE:** 6/29/21 11:55 AM  
**SOURCE:** Website  
**NAME:** Alex Goyzueta

---

**COMMENT:**

I love this idea! As a sales rep in the industry I want more participation but as a skier/boarder I want less canyon traffic. Thank you!! **(32.29D)**

**COMMENT #:** 399  
**DATE:** 6/29/21 11:55 AM  
**SOURCE:** Website  
**NAME:** Julia Park

---

**COMMENT:**

I'm writing first in support of the gondola, and also in support of any multi-modal transportation projects to reduce traffic in the canyons. Not only will these projects reduce skier traffic, they'll have a positive impact on air quality in and around SLC and contribute to reducing GHG emissions!(**32.10A**) We should avoid any widening projects or proposed solutions that increase vehicle capacity because increased capacity only ever leads to increased traffic, emissions etc. The gondola is the perfect solution in conjunction with public transport to and from the proposed la caille station. Can't wait to see what happens!(**32.2.9D**)

**COMMENT #:** 400  
**DATE:** 6/29/21 11:55 AM  
**SOURCE:** Website  
**NAME:** Dave Williams

---

**COMMENT:**

I am writing to comment in favor of additional bus lanes. **(32.2.9B)** These should be paid for primarily from a tax on all ski resorts who have entered into the IKON pass pool. **(32.2.7A)** This factor, more than any other, has led to untenable increased traffic in both Cottonwood canyons. Therefore, the resorts should be the primary contributor to the increased cost of widening roads. **(32.2.7A)** The increase in traffic is a natural matter of course, due to the growing population along the Wasatch front. However, the sharp increase in the last few seasons, since the resorts entered into IKON participation, is self-evident. This blatant grasping for more money, by the resorts, and their parent companies cannot be overstated. Local taxpayers should not be forced to subsidize greed on the parts of resort ownership. **(32.2.7A)**

Thanks and best regards,

Dave Williams

**COMMENT #:** 401  
**DATE:** 6/29/21 11:55 AM  
**SOURCE:** Website  
**NAME:** Jodi Land

---

**COMMENT:**

The gondola is an incredible idea for the transportation issues in the canyon. It would solve so many problems. **(32.2.9D)**



**COMMENT #:** 402  
**DATE:** 6/29/21 11:55 AM  
**SOURCE:** Website  
**NAME:** Matthew Berg

---

**COMMENT:**

We don't need more road, please do the option with the least environmental impact and put the gondola in **(32.2.9D)**

**COMMENT #:** 403  
**DATE:** 6/29/21 11:56 AM  
**SOURCE:** Website  
**NAME:** Jordan Artigas

---

**COMMENT:**

I believe we should expand the gondola system. Not only is driving a car up and down the mountain unsustainable, it is also dangerous. Please expand the gondola system in little cottonwood canyon **(32.2.9D)**

**COMMENT #:** 404  
**DATE:** 6/29/21 11:56 AM  
**SOURCE:** Website  
**NAME:** Johnna Bryant

---

**COMMENT:**

Hi UDOT< thnaks for taking the time to get opinions. I AM STRONGLY IN FAVOR OF THE GONDOLA OPTION OVER MORE BUSES! Let's reduce our carbon footprint, and improve our air! Thanks again, (32.2.9D)

Johnna Bryant

**COMMENT #:** 405  
**DATE:** 6/29/21 11:56 AM  
**SOURCE:** Website  
**NAME:** Nancy Simson

---

**COMMENT:**

GONDOLA!!! (32.2.9D)

**COMMENT #:** 406  
**DATE:** 6/29/21 11:56 AM  
**SOURCE:** Website  
**NAME:** Robert Boyer

---

**COMMENT:**

I fully support the gondola option. Please do not go with the bus option. **(32.2.9D and 32.2.9C)**

**COMMENT #:** 407  
**DATE:** 6/29/21 11:56 AM  
**SOURCE:** Website  
**NAME:** Michael Hughes

---

**COMMENT:**

I've used gondola based systems in Europe. I've personally experienced how they continue to operate after road conditions have become degraded in storms, for that reason alone it is a superior option for up and down canyon traffic. The gondola option also moves directly to electrified transport which will hopefully improve local emissions by removing cars and reducing the number of new diesel busses on the road. **(32.2.9D)**

**COMMENT #:** 408  
**DATE:** 6/29/21 11:57 AM  
**SOURCE:** Website  
**NAME:** Juan Lebrija

---

**COMMENT:**

Gondola all the way! **(32.2.9D)**

**COMMENT #:** 409  
**DATE:** 6/29/21 11:57 AM  
**SOURCE:** Website  
**NAME:** Rachel Sweet

---

**COMMENT:**

My preference is for improved bus service over the gondola, but without the snow bridges. **(32.2.9D and 32.2.9J)**

An extra lane in the highway is also my preference for the canyon to have better bike accessibility. **(32.2.9B)**

I don't understand why snow bridges. If the road is that bad, chances are the resorts aren't open anyway due to avalanche control. There are a few days in the spring when the road will close because of risk and the resorts are open (wet avalanches) but the two are rather connected. it doesn't make much sense to have the road open when the resorts can't be yet. Why incur the costs and the unsightly bridges? **(32.7B)**.

I do not like the gondola. **(32.2.9E)** So many people will continue to drive to access other parts of the canyon. White Pine, Top of Alta, etc to tour or hike in the summer. This solution will do nothing to mitigate the traffic in the parking lots and along the road. Ending up with different classes of users in the canyon. Resort access and back country access. The buses can stop at the other locations and pick up/drop off. **(32.2.6.3C)** Sorry this is rambling. Thank you.



**COMMENT #:** 410  
**DATE:** 6/29/21 11:57 AM  
**SOURCE:** Website  
**NAME:** Jared Burris

---

**COMMENT:**

I strongly prefer the option Gondola B alternative as a previous citizen of Cottonwood Heights and a LCC skier. **(32.2.9D)**

**COMMENT #:** 411  
**DATE:** 6/29/21 11:57 AM  
**SOURCE:** Website  
**NAME:** Michael Dunn

---

**COMMENT:**

Gondola. Gondola. Gondola. No more buses. **(32.2.9D)**

**COMMENT #:** 412  
**DATE:** 6/29/21 11:57 AM  
**SOURCE:** Website  
**NAME:** Robert Frazier

---

**COMMENT:**

The gondola is a great alternative to the unsustainable road. **(32.2.9D)**

**COMMENT #:** 413  
**DATE:** 6/29/21 11:58 AM  
**SOURCE:** Website  
**NAME:** Whitney Benson

---

**COMMENT:**

Let's do it!! (32.29D)

**COMMENT #:** 414  
**DATE:** 6/29/21 11:58 AM  
**SOURCE:** Website  
**NAME:** David Shaw

---

**COMMENT:**

The bus lane makes the most sense and will actually help with traffic. The gondola is terrible idea.  
(32.2.9B and 32.2.9E)

**COMMENT #:** 415  
**DATE:** 6/29/21 11:58 AM  
**SOURCE:** Website  
**NAME:** Oliver Sczesny

---

**COMMENT:**

a gondola would be a perfect solution to reduce traffic in the little cottonwood canyon **(32.2.9D)**

**COMMENT #:** 416  
**DATE:** 6/29/21 11:58 AM  
**SOURCE:** Website  
**NAME:** Matt Olding

---

**COMMENT:**

The gondola is the way better option. **(32.2.9D)**

**COMMENT #:** 417  
**DATE:** 6/29/21 11:58 AM  
**SOURCE:** Website  
**NAME:** Justin Barbour

---

**COMMENT:**

Just wanted to mention my preference for the Gondola option.. more roads and vehicles is not the answer. Let's make our canyons have a feature that is world class. Gondola is the way, buses are more of the same that are clearly not working. **(32.2.9C and 32.2.9D)**



**COMMENT #:** 418  
**DATE:** 6/29/21 11:59 AM  
**SOURCE:** Website  
**NAME:** Brad Herkimer

---

**COMMENT:**

We need this both for our environment as well as the traffic congestion in the canyons. **(32.29D)**

**COMMENT #:** 419  
**DATE:** 6/29/21 11:59 AM  
**SOURCE:** Website  
**NAME:** Gregory Rogers

---

**COMMENT:**

Support the gondola solution. The biggest issue will be parking at the gondola and traffic in and out of the base station. **(32.2.9D and 32.2.6.5E)**

**COMMENT #:** 420  
**DATE:** 6/29/21 11:59 AM  
**SOURCE:** Website  
**NAME:** David Mursener-Gonzales

---

**COMMENT:**

Please support the gondola! More cars / buses in Little Cottonwood Canyon is not the answer!  
**(32.2.9D)**

**COMMENT #:** 421  
**DATE:** 6/29/21 11:59 AM  
**SOURCE:** Website  
**NAME:** Marc Finley

---

**COMMENT:**

I already use the canyons sparingly mostly due to slow traffic. Public transportation (such as buses) is helpful, and although slow, still helps. We recently visited Machu Picchu and they seem to have an answer. These don't allow personal vehicles in their canyon. **(32.2.2L)** Only a steady stream of updated Mercedes buses. They're almost always ready to go. So it's controlled, which I don't like, but it's working. Very highly organized. You can't get into Machu Picchu without a confirmed ticket and reservation. It's going to come to this at some point anyway, so why not start early, even now. It could be multi-beneficial. Saves the canyons, reduces emissions, controls traffic, and controls parking. Good luck, the problem needs a modern day solution. I don't like the idea of a monorail system, but it's another modern day solution that could be controlled, offer speedy delivery, reduce parking, reduce emissions. **(32.2.2I)**

**COMMENT #:** 422  
**DATE:** 6/29/21 11:59 AM  
**SOURCE:** Website  
**NAME:** Rohit Surathu

---

**COMMENT:**

I strongly discourage expanding the road option as it takes away the beauty that these canyons has to offer. **(32.2.9C)** The Gondala option makes more sense due to less impact on the natural resources. **(32.2.9D)** More pavement is certainly not the solution and it will create more pollution (air/sound) and will hugely impact the beautiful natural resources. **(32.10A and 32.11A)**

**COMMENT #:** 423  
**DATE:** 6/29/21 11:59 AM  
**SOURCE:** Website  
**NAME:** Lisa Hamby

---

**COMMENT:**

Please consider the impact the cars, the parking, the pavement has on this beautiful nature. We DO NOT WANT MORE!!! The gondolas offer a very safe, beautiful year round solution with less impact on the environment. It's a win/win. My vote is NO ON MORE PAVING. **(32.2.9D)**

**COMMENT #:** 424  
**DATE:** 6/29/21 12:00 PM  
**SOURCE:** Website  
**NAME:** Jeremy Stoddart

---

**COMMENT:**

Gondola please! (32.2.9D)

**COMMENT #:** 425  
**DATE:** 6/29/21 12:00 PM  
**SOURCE:** Website  
**NAME:** Deborah Bangerter

---

**COMMENT:**

I would love to see the gondola system installed. **(32.2.9D)** Would it run year round? **(32.2.6.5F)** I love that it can function even when there are avalanches or road closures.



**COMMENT #:** 426  
**DATE:** 6/29/21 12:00 PM  
**SOURCE:** Website  
**NAME:** Ben Skousen

---

**COMMENT:**

I support the gondola option to to reduce our reliance on vehicles, avoid more emissions **(32.10A)**, paving, and other permanent changes in little cottonwood canyon. **(32.2.9D)**

**COMMENT #:** 427  
**DATE:** 6/29/21 12:01 PM  
**SOURCE:** Website  
**NAME:** Julie O'Neill

---

**COMMENT:**

I'm for the Gondola. It will also be a tourist attraction - more tourism means more money for the state.  
(32.2.9D)

**COMMENT #:** 428  
**DATE:** 6/29/21 12:01 PM  
**SOURCE:** Website  
**NAME:** Kevin Muenzenmeyer

---

**COMMENT:**

Gondola (32.2.9D)

**COMMENT #:** 429  
**DATE:** 6/29/21 12:01 PM  
**SOURCE:** Website  
**NAME:** Michael Wilkes

---

**COMMENT:**

I support the gondola **(32.2.9D)**

**COMMENT #:** 430  
**DATE:** 6/29/21 12:02 PM  
**SOURCE:** Website  
**NAME:** Jennifer Brassey

---

**COMMENT:**

The gondola would be awesome! (32.2.9D)

**COMMENT #:** 431  
**DATE:** 6/29/21 12:02 PM  
**SOURCE:** Website  
**NAME:** Jonathan Price

---

**COMMENT:**

I am the owner of six time share weeks at Iron Blossam, and have been a visitor to LCC virtually every year for more than 35 years. I strongly support the gondola option to address the access and congestion concerns in the Canyon. **(32.2.9D)**

**COMMENT #:** 432  
**DATE:** 6/29/21 12:02 PM  
**SOURCE:** Website  
**NAME:** Eric Osterhout

---

**COMMENT:**

I am in favor the gondola plan in order to reduce carbon emissions and increase reliability and access.  
**(32.2.9D and 32.10A)**

**COMMENT #:** 433  
**DATE:** 6/29/21 12:02 PM  
**SOURCE:** Website  
**NAME:** Thomas Potter

---

**COMMENT:**

I support the gondola. **(32.2.9D)**



**COMMENT #:** 434  
**DATE:** 6/29/21 12:03 PM  
**SOURCE:** Website  
**NAME:** Karin Peterson

---

**COMMENT:**

Enhanced bus service year round would alleviate traffic congestion in the canyon and can implement the existing infrastructure with some enhancement. Parking areas near the mouth that are currently not used or under utilized such as the old Shopko parking lot and the current UDOT transit center can be designated as parking. **(32.2.6.3C and 32.2.9A)** We need to rethink the way we do things. Zion National Park went to buses and it has worked very well for them. **(32.2.2B)** The public may not like it at first but can and will adapt and it will become the new normal. Toll booths should have been implemented long ago. Our canyons are being loved to DEATH! We don't need a gondola as it mainly benefits the resorts and not all canyon users. **(32.2.9E)** The cost to ride the gondola would make it prohibitive for many canyon users. **(32.2.4A)** Buses can have designated stops throughout the canyon instead of just the resorts. **(32.2.6.3C)** The canyon has become busier in the summer months if not more so than winter months and cars parked along the road for miles near trail heads needs to change but people still need access. The gondola seems to benefit and satisfy the resorts and developers interests first and not necessarily the public recreational users. **(32.2.7A)** Anyone that has ridden the tram packed full of stinky people with ski gear knows that it is not a very pleasant experience. Please Say No to Gondola!

**COMMENT #:** 435  
**DATE:** 6/29/21 12:03 PM  
**SOURCE:** Website  
**NAME:** Tim Sdrales

---

**COMMENT:**

As a life long resident of Utah, I would recommend the Gondola as a most beneficial, superior solution for the Little Cottonwood Canyon congestion issue. **(32.2.9D)**

**COMMENT #:** 436  
**DATE:** 6/29/21 12:03 PM  
**SOURCE:** Website  
**NAME:** jim fillman

---

**COMMENT:**

We have been skiing LCC for 25 years and we support the Gondola approach. **(32.2.9D)**

**COMMENT #:** 437  
**DATE:** 6/29/21 12:03 PM  
**SOURCE:** Website  
**NAME:** Jennifer Ksok

---

**COMMENT:**

Build the gondola and ease traffic in Little Cottonwood Canyon. **(32.2.9D)** Even a train or something. Busses are not the solution unless they are completely kitted out to be all wheel drive. The current UTA busses are scary **(32.2.9C)**

**COMMENT #:** 438  
**DATE:** 6/29/21 12:03 PM  
**SOURCE:** Website  
**NAME:** Janiel Roskelley

---

**COMMENT:**

I support the Gondola B alternative for the reasons provided in your descriptions above. It will do the job and actually provide a scenic ride up the canyon without all the impact on the environment and the wildlife. I really like this idea. Really really like this idea **(32.2.9D)**

**COMMENT #:** 439  
**DATE:** 6/29/21 12:03 PM  
**SOURCE:** Website  
**NAME:** Madison Stratton

---

**COMMENT:**

A gondola going up the canyon would be absolutely detrimental to not only the culture of little cottonwood (skiing, rock climbing, etc.) but it would certainly destroy a lot of the wildlife habitats in the area. **(32.2.9E)** So many of the problems could be easily solved with a better bus and transport system. **(32.2.9A)** A big flashy gondola is just an ego move on slc's part is not a thing that ANY locals want.

**COMMENT #:** 440  
**DATE:** 6/29/21 12:04 PM  
**SOURCE:** Website  
**NAME:** Terry Kirkey

---

**COMMENT:**

I support gondola **(32.2.9D)**

**COMMENT #:** 441  
**DATE:** 6/29/21 12:04 PM  
**SOURCE:** Website  
**NAME:** Eric Frohnapfel

---

**COMMENT:**

Please do not build more roads. Use the gondola and preserve as much of the nature as possible.  
(32.2.9D)



**COMMENT #:** 442  
**DATE:** 6/29/21 12:04 PM  
**SOURCE:** Website  
**NAME:** Jasmine Robbins

---

**COMMENT:**

Protect our canyon and choose the Gondola option. **(32.2.9D)**

**COMMENT #:** 443  
**DATE:** 6/29/21 12:04 PM  
**SOURCE:** Website  
**NAME:** Stephanie Jones

---

**COMMENT:**

The Gondola works proposal is a great idea not only for tourists, but for locals, and employees at Snowbird. My brother-in-law works at Snowbird and often gets stuck up in the canyon due to bad weather, avalanches, and avalanche control. He is deaf and autistic and doesn't quite understand what goes on around him and why he is not allowed to drive his car down the mountain. This gondola option would be a great benefit to all of Salt Lake City! **(32.2.9D)**

**COMMENT #:** 444  
**DATE:** 6/29/21 12:04 PM  
**SOURCE:** Website  
**NAME:** ERIK KRAUSE

---

**COMMENT:**

The fact that this board is seriously considering approving a gondola is clear, convincing evidence of the board's limited, short-sighted view of developing transportation in LCC. DONT DO IT. You can't undo the changes this will cause. **(32.2.9E)**

**COMMENT #:** 445  
**DATE:** 6/29/21 12:06 PM  
**SOURCE:** Website  
**NAME:** Don Wardell

---

**COMMENT:**

I am strongly in favor of the gondola option and hope you will move forward with it rather than expanding bus service. **(32.2.9D)**

**COMMENT #:** 446  
**DATE:** 6/29/21 12:06 PM  
**SOURCE:** Website  
**NAME:** Tor Boschen

---

**COMMENT:**

The Gondola is the most efficient use of \$ and would provide the largest improvement to accessing the canyon regardless of avalanche hazard etc. **(32.2.9D)**

**COMMENT #:** 447  
**DATE:** 6/29/21 12:06 PM  
**SOURCE:** Website  
**NAME:** Chad Staten

---

**COMMENT:**

I support the Gondola plan. **(32.2.9D)** I do not support expanded bus service. **(32.2.9C)**

**COMMENT #:** 448  
**DATE:** 6/29/21 12:06 PM  
**SOURCE:** Website  
**NAME:** Matt Severini

---

**COMMENT:**

I am a citizen of salt lake city and an extremely dedicated skier. I feel quite strongly that the expanded bus option including parking and tolls to drive personal vehicles up the road is the only reasonable option. **(32.2.9B)** The gondola would be a huge waste of taxpayer dollars that limits access to our beautiful canyons to only privileged individuals. The gondola will create a huge disruption to our natural landscape, and will not fundamentally solve the overuse issues we are facing. **(32.2.9E and 32.17A)**

**COMMENT #:** 449  
**DATE:** 6/29/21 12:06 PM  
**SOURCE:** Website  
**NAME:** Thomas Giallorenzi

---

**COMMENT:**

Please go with the gondola option. I am a longtime resident and daily user of the canyon. **(32.2.9D)**



**COMMENT #:** 450  
**DATE:** 6/29/21 12:06 PM  
**SOURCE:** Website  
**NAME:** Kevin Laska

---

**COMMENT:**

I support the Gondola plan!!! (32.2.9D)

**COMMENT #:** 451  
**DATE:** 6/29/21 12:07 PM  
**SOURCE:** Website  
**NAME:** Heather Dumas

---

**COMMENT:**

The gondola makes the most sense long term. (32.2.9D)

**COMMENT #:** 452  
**DATE:** 6/29/21 12:07 PM  
**SOURCE:** Website  
**NAME:** Christopher Elizer

---

**COMMENT:**

I am a Sandy resident who would much prefer the gondola option being considered **(32.2.9D)**

**COMMENT #:** 453  
**DATE:** 6/29/21 12:07 PM  
**SOURCE:** Website  
**NAME:** Craig Hatton

---

**COMMENT:**

I support the Gondola B alternative. **(32.2.9D)**

**COMMENT #:** 454  
**DATE:** 6/29/21 12:07 PM  
**SOURCE:** Website  
**NAME:** Marc Buterbaugh

---

**COMMENT:**

The gondola proposal is the best idea but it should be done at where people are going to park at the gravel pit no bus shuttles!!! plus they could have another gondola going up Big Cottonwood Canyon because there is a big parking problem up there as well. **(32.2.2R)**

**COMMENT #:** 455  
**DATE:** 6/29/21 12:07 PM  
**SOURCE:** Website  
**NAME:** Debra Minard

---

**COMMENT:**

I support the UDOT GONDOLA OPTION plus the proposed LA CAILLE BASE STATION. Our family spends two weeks a year at Snowbird. Please improve reliability, mobility, access and safety while also protecting the natural beauty of Little Cottonwood Canyon and our climate! **(32.2.9D)**

**COMMENT #:** 456  
**DATE:** 6/29/21 12:07 PM  
**SOURCE:** Website  
**NAME:** TJ McNulty

---

**COMMENT:**

That video makes it a no brainer! Lockers at the bottom, I'd just keep a set of skis, boots, and poles there all the time. Adding another lane to the road is like buying a bigger belt because you're getting fat, the gondola is your commitment to get in shape. I will say, if they add the gondola then they need to limit parking at the resort. **(32.2.4A)** The gondola shouldn't be in addition to the parking or the place will be mob packed and no fun for anyone. **(32.2.9D)**

**COMMENT #:** 457  
**DATE:** 6/29/21 12:08 PM  
**SOURCE:** Website  
**NAME:** Charles Junger

---

**COMMENT:**

I am in favor of conservation where possible. LCC is a precious gem that needs to be treated as so. As we look into the future we should be using all available technology to maintain the health of the canyon. I am definitely for the gondola or some similar aerial transport. **(32.2.9D)**



**COMMENT #:** 458  
**DATE:** 6/29/21 12:08 PM  
**SOURCE:** Website  
**NAME:** Chuck Elander

---

**COMMENT:**

I am opposed to a gondola, or public transportation, this isnt europe. Snowbird itself has a lot of problems since Dick Bass died, but everyone that has lived through the change would know that.  
**(32.2.9E)**

**COMMENT #:** 459  
**DATE:** 6/29/21 12:08 PM  
**SOURCE:** Website  
**NAME:** Sean Burton

---

**COMMENT:**

Yes gondola **(32.2.9D)**

**COMMENT #:** 460  
**DATE:** 6/29/21 12:08 PM  
**SOURCE:** Website  
**NAME:** David Fillerup

---

**COMMENT:**

If the gondola is only going to cost 80M more then the gondola is the right choice. I live at the mouth of LCC and drive Wasatch BLVD daily. I would love to see gondola VS more stupid buses on the road...  
**(32.2.9D)**

**COMMENT #:** 461  
**DATE:** 6/29/21 12:09 PM  
**SOURCE:** Website  
**NAME:** Dominic Walker-Pecoraro

---

**COMMENT:**

I think the gondola option is best in terms of access and reliability. **(32.2.9D)**

**COMMENT #:** 462  
**DATE:** 6/29/21 12:09 PM  
**SOURCE:** Website  
**NAME:** William Purden

---

**COMMENT:**

Please install the gondola. It is needed so very bad to accommodate the growth. This is putting a band aid on a big wound, and 5 years late maybe, but never the less, it will help so much and maybe even put in two. We are for the gondola **(32.2.9D)**

**COMMENT #:** 463  
**DATE:** 6/29/21 12:10 PM  
**SOURCE:** Website  
**NAME:** Dakota Ferris

---

**COMMENT:**

I think a gondola would be a brilliant idea!!! It's fast safe and will greatly reduce the traffic in the canyons **(32.2.9D)**

**COMMENT #:** 464  
**DATE:** 6/29/21 12:10 PM  
**SOURCE:** Website  
**NAME:** Mary McMasters

---

**COMMENT:**

I would like to see only the gondola added. Because if there is avalanche co trip on the roads, you won't be able to run the buses. But you would be able to run the gondola. **(32.2.9D)**

**COMMENT #:** 465  
**DATE:** 6/29/21 12:10 PM  
**SOURCE:** Website  
**NAME:** Gayland Moffat

---

**COMMENT:**

As the previous chief operating officer at Utah Transit Authority responsible for many years of ski service operations I want to fully endorse the GONDOLA OPTION. I'm happy to talk more about my sense of this project if it would be helpful. **(32.2.9D)** It would also be helpful in time to talk about a light rail extension up to the base of both canyons **(32.2.2I)**



**COMMENT #:** 466  
**DATE:** 6/29/21 12:10 PM  
**SOURCE:** Website  
**NAME:** William Purden

---

**COMMENT:**

Please install the gondola. It is needed so very bad to accomidate the growth. This is putting a band aid on a big wound, and 5 years late maybe, but never the less, it will help so much and maybe even put in two. We are for the gondola **(32.2.9D)**

**COMMENT #:** 467  
**DATE:** 6/29/21 12:11 PM  
**SOURCE:** Website  
**NAME:** Heather Jacques

---

**COMMENT:**

As a long-time Salt Lake resident and frequent traveler of Little Cottonwood Canyon, I'd like to voice my support for the gondola option over expanded busing. The gondola option appears to be a better, more environmentally friendly, and longer-term solution for the traffic issues that currently disrupt LLC and jam up neighboring roads (one of which I have to use to get kids to school in the morning (Wasatch Blvd.). Thank you in advance for your consideration. **(32.2.9D)**

**COMMENT #:** 468  
**DATE:** 6/29/21 12:11 PM  
**SOURCE:** Website  
**NAME:** Rachel Clark

---

**COMMENT:**

Love the gondola idea. It'll be a unique experience and preserve the canyon. **(32.2.9D)**

**COMMENT #:** 469  
**DATE:** 6/29/21 12:12 PM  
**SOURCE:** Website  
**NAME:** Steven Jacobson

---

**COMMENT:**

No gondola!!!! (32.2.9E)

**COMMENT #:** 470  
**DATE:** 6/29/21 12:12 PM  
**SOURCE:** Website  
**NAME:** ERIC ROLLS

---

**COMMENT:**

Great concept! Let's make it happen! (32.29D)

**COMMENT #:** 471  
**DATE:** 6/29/21 12:12 PM  
**SOURCE:** Website  
**NAME:** kellie smith

---

**COMMENT:**

I think the gondola is the best solution for Little Cottonwood Canyon. **(32.2.9D)**

**COMMENT #:** 472  
**DATE:** 6/29/21 12:12 PM  
**SOURCE:** Website  
**NAME:** Owen Knights

---

**COMMENT:**

Voicing my full support for the gondola option. This would play a major role in preserving the fragile environment of the canyon while reducing the dreaded 2-3 hour traffic jams that have become the norm on winter weekends. **(32.2.9D)**

**COMMENT #:** 473  
**DATE:** 6/29/21 12:13 PM  
**SOURCE:** Website  
**NAME:** Aubrianna Bashor

---

**COMMENT:**

The gondola is the best option for sustainably and safety of travelers. No worries about slide outs or stop and go traffic both going up and coming down SR210 **(32.2.9D)**



**COMMENT #:** 474  
**DATE:** 6/29/21 12:13 PM  
**SOURCE:** Website  
**NAME:** Trey Trawick

---

**COMMENT:**

The gondola is the only solution that works in any weather condition, and appeals to a wider demographic than a bus. Unfortunately, busses are looked down upon and are ignored as a solution by upper middle class residents, and increasing bus capacity doesn't not solve their marketability to this clientele.

A goldola, especially one with excellent base facilities such as the one proposed, is seen more as a luxury option to both locals and tourists. (see: Snowbird Scenic Trams -- people pay simply for the ride and views). **(32.2.9D)**

Enhanced bus routes are just digging deeper into the same hole. A new solution is needed that expands the clientele, works in adverse weather conditions, and is more attractive and marketable.

**COMMENT #:** 475  
**DATE:** 6/29/21 12:13 PM  
**SOURCE:** Website  
**NAME:** Jennifer Sutton

---

**COMMENT:**

I am voicing my support of the Gondola option for Snowbird. (32.2.9D)

**COMMENT #:** 476  
**DATE:** 6/29/21 12:14 PM  
**SOURCE:** Website  
**NAME:** Scott Jensen

---

**COMMENT:**

The gondola is the best solution for everyone. Please make this your choice. And let's get moving on it!!! (32.2.9D)

**COMMENT #:** 477  
**DATE:** 6/29/21 12:14 PM  
**SOURCE:** Website  
**NAME:** Avonlea Roy

---

**COMMENT:**

Please consider the gondola solution for the long-term health and sustainability of Little Cottonwood Canyon! Not only will it be better for our environment, it will also add character and charm to our community. **(32.2.9D)**

**COMMENT #:** 478  
**DATE:** 6/29/21 12:14 PM  
**SOURCE:** Website  
**NAME:** Jordan Penrod

---

**COMMENT:**

I would prefer the gondola solution. **(32.2.9D)**

**COMMENT #:** 479  
**DATE:** 6/29/21 12:14 PM  
**SOURCE:** Website  
**NAME:** Summer Harris

---

**COMMENT:**

Gondola. This is the clear choice, preserving LCC **(32.2.9D)**

**COMMENT #:** 480  
**DATE:** 6/29/21 12:15 PM  
**SOURCE:** Website  
**NAME:** Dave Schoeneck

---

**COMMENT:**

Looks awesome. Safe our planet and canyon **(32.29D)**

**COMMENT #:** 481  
**DATE:** 6/29/21 12:16 PM  
**SOURCE:** Website  
**NAME:** Louis Dachis

---

**COMMENT:**

I strongly support reducing vehicle traffic in the LCC. A gondola option would be a Huge asset.  
(32.2.9D)



**COMMENT #:** 482  
**DATE:** 6/29/21 12:16 PM  
**SOURCE:** Website  
**NAME:** Sarah Schoenwolf

---

**COMMENT:**

I support the gondola solution! **(32.2.9D)**

**COMMENT #:** 483  
**DATE:** 6/29/21 12:16 PM  
**SOURCE:** Website  
**NAME:** Chris Mitchell

---

**COMMENT:**

This is the dumbest public works proposal in the history of the state of Utah. Just add more buses and more parking at the bus stops. **(32.2.9A)** This is such a bad idea that it really makes me wonder who stands to get rich off this project.

**COMMENT #:** 484  
**DATE:** 6/29/21 12:17 PM  
**SOURCE:** Website  
**NAME:** Terry Harvey

---

**COMMENT:**

We have a chance to reduce carbon emissions. **(32.10A)**

**COMMENT #:** 485  
**DATE:** 6/29/21 12:17 PM  
**SOURCE:** Website  
**NAME:** Charllot Petersen

---

**COMMENT:**

I would like to see it run on a limited schedule in the summer for touring (32.29D)

**COMMENT #:** 486  
**DATE:** 6/29/21 12:18 PM  
**SOURCE:** Website  
**NAME:** Ben Peters

---

**COMMENT:**

A gondola is the wrong option for LCC. It only appeases paid use of the two ski areas and does not address winter backcountry access nor summer for that matter. **(32.2.9E)**

**COMMENT #:** 487  
**DATE:** 6/29/21 12:18 PM  
**SOURCE:** Website  
**NAME:** Kirk Milette

---

**COMMENT:**

I have enjoyed Little Cottonwood Canyon for the last 60 years. With the advancement of technology, it would be a shame to expand traffic and the carbon footprint with more vehicles, when you can look towards the future and come up with a smarter solution to accommodate access up and down the Canyon road.

I would fully support a Gondola system. **(32.2.9D)**

**COMMENT #:** 488  
**DATE:** 6/29/21 12:18 PM  
**SOURCE:** Website  
**NAME:** Nick Fontaine

---

**COMMENT:**

Roadside bouldering in Little Cottonwood Canyon is an essential part of the climbing community in the Wasatch. Especially due to the narrowness of the canyon, hundreds of bouldering problems are located right next to the road. The proposed transportation "improvements" will significantly harm the bouldering community, the climbing history, and naturalness of the canyon.

There are hundreds of people, including me, for which bouldering is an essential part of their lives alongside healthy family relationships and a good professional life. Some of my best memories during my eight years in Salt Lake City have been made at these roadside boulders. In a way I have discovered my ability to persevere and overcome struggles at these boulders, lessons which have a huge positive impact on the journey to pursue medicine professionally.

I strongly urge you to consider alternatives that will not destroy these precious natural resources. The proposed act sacrifices a significant portion of boulderers livelihoods so just a couple more people may be able to ski on the weekends. In my opinion, the ski industry already has their take in the canyon and bouldering should not be sacrificed to enlarge it. **(32.4A, 32.4B, and 32.4D)**

**COMMENT #:** 489  
**DATE:** 6/29/21 12:19 PM  
**SOURCE:** Website  
**NAME:** Evan Caldwell

---

**COMMENT:**

I support the gondola as the safest and most sustainable solution. It will be as asset to locals and tourists for generations. The gondola is the best option. **(32.2.9D)**



**COMMENT #:** 490  
**DATE:** 6/29/21 12:19 PM  
**SOURCE:** Website  
**NAME:** Andrew Allman

---

**COMMENT:**

Go with the gondola...and figure out a way to make it faster and more cost-effective for families.  
(32.2.9D)

**COMMENT #:** 491  
**DATE:** 6/29/21 12:19 PM  
**SOURCE:** Website  
**NAME:** Jason Walston

---

**COMMENT:**

I think a gondola up cottonwood canyon would be a great idea as long as the cost to ride is reasonable. Or pay heading up, free back... **(32.2.4A and 32.2.9D)**

**COMMENT #:** 492  
**DATE:** 6/29/21 12:19 PM  
**SOURCE:** Website  
**NAME:** Kelsey Sloan

---

**COMMENT:**

With increasing population and more demand for the canyons, we should do anything we can to limit traffic and support the health of the wild areas we love to enjoy in the canyon. A gondola would be a key piece of the overall solution, giving skiers/riders more options for their access and taking strain off of the roads. **(32.2.9D)**

**COMMENT #:** 493  
**DATE:** 6/29/21 12:19 PM  
**SOURCE:** Website  
**NAME:** Erick Russon

---

**COMMENT:**

I'm in total support of the gondola system up LCC. This looks to be the best and only option UDOT should be considering. Less cars and busses in the canyon will only be beneficial to us who use the canyon year-round. **(32.2.9D)**

**COMMENT #:** 494  
**DATE:** 6/29/21 12:19 PM  
**SOURCE:** Website  
**NAME:** Mark Watson

---

**COMMENT:**

I feel the Gondola is the best long term solution to the transportation issues in the canyon. (32.2.9D)

**COMMENT #:** 495  
**DATE:** 6/29/21 12:20 PM  
**SOURCE:** Website  
**NAME:** Steven Jorgensen

---

**COMMENT:**

I strongly support a gondola in Little Cottonwood Canyon. It should be the first step before even considering tearing up the canyon for a wider road. **(32.2.9D)**

**COMMENT #:** 496  
**DATE:** 6/29/21 12:20 PM  
**SOURCE:** Website  
**NAME:** sushil dosi

---

**COMMENT:**

gondola is good solution **(32.2.9D)**

**COMMENT #:** 497  
**DATE:** 6/29/21 12:21 PM  
**SOURCE:** Website  
**NAME:** William Hastings

---

**COMMENT:**

Hello. Im a climber, skier, and live in Salt Lake City. For the longest time the cottonwoods have been my backyard and playground. As a result I know as well as anyone the issues with traffic in LCC. however, all current proposals would destroy large numbers of climbing boulders, not to mention plenty of habitat in the canyon. As a result, they'd destroy a large amount of what makes little cottonwood great. No proposal would be acceptable to me unless it reduced human impact on the canyon. **(32.4A and 32.4B)**



**COMMENT #:** 498  
**DATE:** 6/29/21 12:21 PM  
**SOURCE:** Website  
**NAME:** Jeremy Walters

---

**COMMENT:**

Gondola is the best option. This will reduce the reliance on vehicles in the canyon. I am supportive of a gondola option to help preserve the LCC gem. **(32.2.9D)**

**COMMENT #:** 499  
**DATE:** 6/29/21 12:22 PM  
**SOURCE:** Website  
**NAME:** Becca Twait

---

**COMMENT:**

I am in support of the gondola being built as it decreases our reliance on vehicles. As we have all felt the shift in the climate here, we can help be a part of the solution by implementing a long-term solution, rather than an out-dated, quick-fix. **(32.2.9D)**

**COMMENT #:** 500  
**DATE:** 6/29/21 12:22 PM  
**SOURCE:** Website  
**NAME:** Ben Pearson

---

**COMMENT:**

Please no more paving in LLC. Please preserve the beautiful canyon that we have. The gondolas are better for the environment and are better for a long-term solution. More buses isn't going to help in the long run. Please. **(32.2.9C and 32.2.9D)**

**COMMENT #:** 501  
**DATE:** 6/29/21 12:22 PM  
**SOURCE:** Website  
**NAME:** Scott Scadron

---

**COMMENT:**

Create the Gondola, not the Buses! **(32.2.9D)**

**COMMENT #:** 502  
**DATE:** 6/29/21 12:22 PM  
**SOURCE:** Website  
**NAME:** Stephen Morrison

---

**COMMENT:**

I support any plan that includes the gondola. Thank you. (32.2.9D)

**COMMENT #:** 503  
**DATE:** 6/29/21 12:22 PM  
**SOURCE:** Website  
**NAME:** Ron Reilly

---

**COMMENT:**

A great solution!  
I look forward to the gondola **(32.2.9D)**

**COMMENT #:** 504  
**DATE:** 6/29/21 12:22 PM  
**SOURCE:** Website  
**NAME:** Brian Nappi

---

**COMMENT:**

I'm support the Gondola option. I am a season pass holder at Snowbird and Alta. **(32.2.9D)**

**COMMENT #:** 505  
**DATE:** 6/29/21 12:23 PM  
**SOURCE:** Website  
**NAME:** Scott Hansen

---

**COMMENT:**

Gondola (32.2.9D)



**COMMENT #:** 506  
**DATE:** 6/29/21 12:24 PM  
**SOURCE:** Website  
**NAME:** Douglas D Russell

---

**COMMENT:**

We don't need more cars in the canyons, Please use gondola solution. **(32.2.9D)**

**COMMENT #:** 507  
**DATE:** 6/29/21 12:24 PM  
**SOURCE:** Website  
**NAME:** Sandi Stillings

---

**COMMENT:**

I support no destroying any more of our precious canyon with widening the road ways to allow more busses. It doesn't make sense **(32.2.9C)**

**COMMENT #:** 508  
**DATE:** 6/29/21 12:24 PM  
**SOURCE:** Website  
**NAME:** Carolyn Lewis

---

**COMMENT:**

I support the idea of a gondola providing access into LCC. I feel people would be more apt to take a gondola ride versus bus ride as well as the increased safety in relation to avalanches and increased vehicle accidents. I have never personally taken the bus into LCC. I would definitely consider taking a gondola if the option were available. **(32.2.9D)**

**COMMENT #:** 509  
**DATE:** 6/29/21 12:24 PM  
**SOURCE:** Website  
**NAME:** Tom Myers

---

**COMMENT:**

Please choose the gondola. It is obviously the best solution and best for the environment. **(32.2.9D)**

**COMMENT #:** 510  
**DATE:** 6/29/21 12:24 PM  
**SOURCE:** Website  
**NAME:** Ryland Hosenfeld

---

**COMMENT:**

I'm in full support of the gondola idea. It solves an issue that has been avoided for way too long.  
**(32.2.9D)**

What I do want to see is continued access to mid canyon locations (hikes, backcountry skiing areas, etc). For these individuals who are not going to Snowbird or Alta, will they be allowed to drive to their location? **(32.2.4A)**

I assume the gondola will be hour restricted, not going 24/7. When it stops running, are cars allowed through the canyon? **(32.2.4A)**

I would also take into consideration traffic headed to the La Caille station. While the gondola will solve congestion in the canyon, it would help for congestion around the base station. The construction of the station, it's entrances/exits, and surrounding roads leading to the building should be built to help this. When driving Wasatch blvd from the North, where Wasatch and 201 meet, the current right turning lane is helpful. **(32.2.6.5E)**

**COMMENT #:** 511  
**DATE:** 6/29/21 12:24 PM  
**SOURCE:** Website  
**NAME:** Lori Gibbs

---

**COMMENT:**

LCC (32.29D)

**COMMENT #:** 512  
**DATE:** 6/29/21 12:25 PM  
**SOURCE:** Website  
**NAME:** Ana Sahagun

---

**COMMENT:**

Please consider the Gondola project, it will benefit us all. Thank you! (32.2.9D)

**COMMENT #:** 513  
**DATE:** 6/29/21 12:25 PM  
**SOURCE:** Website  
**NAME:** Nichol Draper

---

**COMMENT:**

Let's increase the options for travel and reduce the reliance on cars. (32.29D)



**COMMENT #:** 514  
**DATE:** 6/29/21 12:25 PM  
**SOURCE:** Website  
**NAME:** Royce Shelley

---

**COMMENT:**

To all concerned:

I am significantly in favor of the Gondola B option for the following reasons:

#1 A Gondola system will significantly reduce vehicle emissions in the canyon ecosystem. Beyond what a Bus system could.

#2 The 50 year life-expectancy of the system as stated by "Gondola Works" as opposed to the 14 year life-expectancy of busses.

#3 The Operating and Maintenance costs for the Gondola option are less than the Enhanced Bus.

#4 The year-round ability to operate the Gondola option I believe will generate revenue with minimal impact to the canyon.

#5 While there will be visual impacts to the canyon, I find them no more offensive than the trams and ski-lifts that presently exist in the canyon. Particularly, I find the thought of the view from the Gondola absolutely stunning when compared to the view from a UTA Bus. **(32.17A)**

#6 Comparing the operation and maintenance costs for winter operation the difference in construction costs would be offset within twenty years, and we would be saving money for the next thirty years.

**(32.2.9D)**

Please feel free to contact me should that be helpful.  
Royce Shelley

**COMMENT #:** 515  
**DATE:** 6/29/21 12:25 PM  
**SOURCE:** Website  
**NAME:** Aaron Wilson

---

**COMMENT:**

I am in favor of the gondola option with La Caille base station. I believe both the bus lane and the gondola will have environmental impact so that is not a factor in my mind. The gondola will be able to provide more consistent reliable transportation and will not be effected by snow or traffic. **(32.2.9D)**

**COMMENT #:** 516  
**DATE:** 6/29/21 12:26 PM  
**SOURCE:** Website  
**NAME:** Francis Battista

---

**COMMENT:**

Please go with the Gondola option. **(32.2.9D)**

**COMMENT #:** 517  
**DATE:** 6/29/21 12:26 PM  
**SOURCE:** Website  
**NAME:** Zach Decker

---

**COMMENT:**

Gondola. Helps with tourists and winter weather issues, overall carbon footprint will be less and bus driver complications and future connectivity across the resorts. **(32.2.9D)**

**COMMENT #:** 518  
**DATE:** 6/29/21 12:26 PM  
**SOURCE:** Website  
**NAME:** Christine Hildebrand

---

**COMMENT:**

I believe the gondola will have less negative impact on the canyon and surrounding areas **(32.2.9D)**

**COMMENT #:** 519  
**DATE:** 6/29/21 12:26 PM  
**SOURCE:** Website  
**NAME:** Alexandra Henderson

---

**COMMENT:**

The gondola is an excellent option. That I believe will make Utah even more of ski destination and reduce the reliance on cars! **(32.2.9D)**

**COMMENT #:** 520  
**DATE:** 6/29/21 12:27 PM  
**SOURCE:** Website  
**NAME:** Ben Beardsall

---

**COMMENT:**

The gondola is more sustainable and a longer term solution than the expanded roads and busses  
(32.2.9D)

**COMMENT #:** 521  
**DATE:** 6/29/21 12:27 PM  
**SOURCE:** Website  
**NAME:** Michelle Feolo

---

**COMMENT:**

I strongly support the Gondola as the better option for transportation in a highly congested area.  
(32.2.9D)



**COMMENT #:** 522  
**DATE:** 6/29/21 12:27 PM  
**SOURCE:** Website  
**NAME:** James Carty

---

**COMMENT:**

I ski in Utah every year. I support the gondola project. It's the better environmental solution and the better long-term financial decision. I will ski in Utah more if it is built. I will ski in Utah less if you opt for busses. Busses are a turnoff as a visiting skier. **(32.2.9D)**

**COMMENT #:** 523  
**DATE:** 6/29/21 12:27 PM  
**SOURCE:** Website  
**NAME:** Adam Lane

---

**COMMENT:**

I've been a life long little cottonwood user. I'm all for making money and snowboarding but I think the gondola is an eye sore and should not be passed. The canyon is used by so many more people than just Alta and snowbird users. Parking should be first come first serve as it's always been. Wake up earlier if you have to. **(32.2.9E)**

**COMMENT #:** 524  
**DATE:** 6/29/21 12:27 PM  
**SOURCE:** Website  
**NAME:** Benjamin Beesley

---

**COMMENT:**

Estimated costs to build and time frames **(32.2.7C)** along with consumer cost breakdown of yearly revenue **(32.2.7D)**. Also is this a UDOT transportation resource or shared resource between multiple entities? **(32.2.7A)**

**COMMENT #:** 525  
**DATE:** 6/29/21 12:27 PM  
**SOURCE:** Website  
**NAME:** Ayla Rasmussen

---

**COMMENT:**

Please help Utah reduce our reliance on vehicles. A gondola option Not only will avoid more paving, emissions and drastic permanent changes in the canyon required by the expanded bus proposal, but the gondola will provide a more reliable long-term solution. **(32.2.9D)**

**COMMENT #:** 526  
**DATE:** 6/29/21 12:27 PM  
**SOURCE:** Website  
**NAME:** Eugenio Lebrija

---

**COMMENT:**

Gondola would be amazing! (32.2.9D)

**COMMENT #:** 527  
**DATE:** 6/29/21 12:27 PM  
**SOURCE:** Website  
**NAME:** Art Oakes

---

**COMMENT:**

If you are at all prone to motion sickness you would know that riding a bus up the windy canyon road is a non-starter.

I have been skiing Snowbird and Alta for 47 years and have ridden the bus only once. By the time I reached the resort I was so nauseous I could not ski. Possibly a different configuration of bus, more Greyhound like and going away from the standard city bus design might help this.

I know something has to be done to improve the traffic situation in LCC. for this reason I am a firm supporter of the Gondola B option for this reason **(32.2.9D)**

**COMMENT #:** 528  
**DATE:** 6/29/21 12:28 PM  
**SOURCE:** Website  
**NAME:** Aaron Rae

---

**COMMENT:**

I am in support of the gondola because of its reduced carbon footprint and environmental impacts  
(32.10A and 32.2.9D)

**COMMENT #:** 529  
**DATE:** 6/29/21 12:28 PM  
**SOURCE:** Website  
**NAME:** Brayden Austin

---

**COMMENT:**

Having grown up at the bottom of little cottonwood canyon, I have seen the impact that traffic and construction has had on the canyon itself. I remember a time when traffic wasn't so bad and the road hadn't expanded into the nature on the sides of the road. A gondola would be the best solution compared to an expansion of the road. Please for the sake of Utahns, get the gondola up instead of expanding the road. **(32.2.9D and 32.2.9C)**



**COMMENT #:** 530  
**DATE:** 6/29/21 12:28 PM  
**SOURCE:** Website  
**NAME:** John Peeters

---

**COMMENT:**

Full support, as long as sufficient parking (for years to come) is provided at the base station **(32.2.9D)**

**COMMENT #:** 531  
**DATE:** 6/29/21 12:28 PM  
**SOURCE:** Website  
**NAME:** Michael Callison

---

**COMMENT:**

Excellent Idea (32.29D)

**COMMENT #:** 532  
**DATE:** 6/29/21 12:28 PM  
**SOURCE:** Website  
**NAME:** Ted Chen

---

**COMMENT:**

I support the gondola idea. Great alternative to busses **(32.2.9D)**

**COMMENT #:** 533  
**DATE:** 6/29/21 12:28 PM  
**SOURCE:** Website  
**NAME:** Darcy Wadsworth

---

**COMMENT:**

I am in favor of the gondola as the environmental footprint will be less invasive and have longer term sustainability. **(32.2.9D)**

**COMMENT #:** 534  
**DATE:** 6/29/21 12:28 PM  
**SOURCE:** Website  
**NAME:** Matthew Westphal

---

**COMMENT:**

Please choose the Gondola! This will provide safe reliable transportation up to excellent resorts via a truly unique experience! **(32.2.9D)**

**COMMENT #:** 535  
**DATE:** 6/29/21 12:29 PM  
**SOURCE:** Website  
**NAME:** dee naz

---

**COMMENT:**

gondola please or do both! **(32.2.9D)**

**COMMENT #:** 536  
**DATE:** 6/29/21 12:29 PM  
**SOURCE:** Website  
**NAME:** Rich Welch

---

**COMMENT:**

This gondola is much needed and a great initiative that will facilitate a better more sustainable solution to the congestion and pollution that the canyon and people are forced to endure currently. **(32.2.9D)**

**COMMENT #:** 537  
**DATE:** 6/29/21 12:30 PM  
**SOURCE:** Website  
**NAME:** Jeff Kelso

---

**COMMENT:**

Gondola over bus. I can't imagine a 45 min bus where odds are I'm listening to chads Bluetooth speaker. Gondola hedges that risk **(32.2.9D)**



**COMMENT #:** 538  
**DATE:** 6/29/21 12:30 PM  
**SOURCE:** Website  
**NAME:** Kera Pezzuti

---

**COMMENT:**

gondola!! (32.2.9D)

**COMMENT #:** 539  
**DATE:** 6/29/21 12:31 PM  
**SOURCE:** Website  
**NAME:** Gavin Gustafson

---

**COMMENT:**

Gondola is the best solution for the long-term **(32.2.9D)**

**COMMENT #:** 540  
**DATE:** 6/29/21 12:31 PM  
**SOURCE:** Website  
**NAME:** james kenney

---

**COMMENT:**

I ski the resorts in LCC approximately 40-50 days per year. I support the idea of a gondola. I also support a robust bus system. I think making progress in both these areas will help LCC and the state of Utah. **(32.2.9A and 32.2.9D)**

Thank you,  
James Kenney

**COMMENT #:** 541  
**DATE:** 6/29/21 12:31 PM  
**SOURCE:** Website  
**NAME:** Jaclyn Richards

---

**COMMENT:**

Let's do this! **(32.29D)**

**COMMENT #:** 542  
**DATE:** 6/29/21 12:32 PM  
**SOURCE:** Website  
**NAME:** Jason Manning

---

**COMMENT:**

I'm all for the gondola option. **(32.2.9D)** However, I was hoping to see more details on how parking is going to work? (ie I can't imagine there would be sufficient parking at the gondola) **(32.2.6.2.1C)** How would the transport be managed (ie the road would still need to be open to cars/ buses even with a gondola). **(32.2.4A)** Considerations for the backcountry crowd? **(32.2.4A)**

**COMMENT #:** 543  
**DATE:** 6/29/21 12:32 PM  
**SOURCE:** Website  
**NAME:** Wendy Jones Sicard

---

**COMMENT:**

A gondola has always been my thoughts for the best solution. **(32.2.9D)**

**COMMENT #:** 544  
**DATE:** 6/29/21 12:32 PM  
**SOURCE:** Website  
**NAME:** Mike Mattfeldt

---

**COMMENT:**

The gondola will provide a more reliable long-term solution. It will also avoid more paving, emissions and drastic permanent changes in the canyon required by the expanded bus proposal. Gondola all the way. **(32.2.9D)**

**COMMENT #:** 545  
**DATE:** 6/29/21 12:32 PM  
**SOURCE:** Website  
**NAME:** Taylor Powers

---

**COMMENT:**

1. Reduce emissions. 2. Relieve traffic and accidents. 3. Continue to promote tourism. 4. Provides additional access to the mountains for those without vehicles. **(32.29D)**



**COMMENT #:** 546  
**DATE:** 6/29/21 12:32 PM  
**SOURCE:** Website  
**NAME:** Jay Tardif

---

**COMMENT:**

Lets be honest Udot.. this entire wasatch expansion is very little about canyon access the 15 or fewer powder days we have a year.. This is about creating an east side belt route delivering traffic along wasatch blvd.. Living on Daneborg drive youo've already created an unsafe problem where we;(1) cannot enter wasatch from Daneborg dr because of traffic lines created from the new set of lights and cars traveling at belt rt speeds of 50-60+ mph.. (2) Traffic is now exiting wasatch onto daneborge (25mph residential) at speed to cut thru to Danish and avoid the lights. **(32.2.6.2.2A)** (3) The new found "noise" levels from the increased traffic and speeds. **(32.11B)**. I realize its easy to divert attention to snowday traffic and skier visits but maybe be straight forward..fishy smells fishy...

**COMMENT #:** 547  
**DATE:** 6/29/21 12:32 PM  
**SOURCE:** Website  
**NAME:** Katherine O'Cain

---

**COMMENT:**

I support the gondola option! **(32.2.9D)**

**COMMENT #:** 548  
**DATE:** 6/29/21 12:32 PM  
**SOURCE:** Website  
**NAME:** Greg Lee

---

**COMMENT:**

Gondola is the way to go. **(32.2.9D)** Just make sure you build adequate parking for it. With our growing population plan it to be future proof. Just build the parking as large as physically possible. Also build into the structure some Commercial space. Lease it to breakfast/coffee/bar/restaurants to recoup some cost. **(32.2.6.2.1C)**

**COMMENT #:** 549  
**DATE:** 6/29/21 12:32 PM  
**SOURCE:** Website  
**NAME:** Karthik Nadesan

---

**COMMENT:**

I favor the bus solution over a gondola. **(32.2.9B)** The gondola does not have way stations so it is not useful for hikers, climbers, and other non\_ski resort users; **(32.2.6.3C and 32.2.6.5G)** it will not be well used during the summer; and its construction will impact areas of the canyon that are relatively pristine. **(32.17A)** As a result, I think the gondola is the less preferable alternative **(32.2.9E)** and additional buses with avalanche tunnels and shoulder lanes is a better solution.

**COMMENT #:** 550  
**DATE:** 6/29/21 12:33 PM  
**SOURCE:** Website  
**NAME:** Robert Glanzman, MD, FAAN

---

**COMMENT:**

I fully support the gondola option. The environmental impact of constructing a gondola system is preferable to expanding ground transportation. **(32.2.9D)**

**COMMENT #:** 551  
**DATE:** 6/29/21 12:33 PM  
**SOURCE:** Website  
**NAME:** Scott Reichard

---

**COMMENT:**

To All,

Thank you for the opportunity to respond. I have been skiing Alta & Snowbird frequently since 1974. I also spend about 1/3 of my 70ish days of skiing, in the Little Cottonwood backcountry. Please do not degrade the canyon with a gondola that has a much lower Return on Investment (ROI) when adding up the multiple components that determine Total ROI. While it is clear the gondola option wins on some elements of pros/cons, the road expansion option clearly has the best Total ROI. **(32.2.9E and 32.2.9B)**

The transportation hubs at the current gravel pit area and 9400 south (and a possible third site) will possibly be more important overall than either the gondola or road expansion. Two or three strategic staging areas are needed so busses, express shuttles and ride sharing can be efficient at peak times. If done well they will greatly reduce time and improve user experience in reaching a wide variety of LC and BC destinations year-round. Adding quality retail services at the hubs will help incentivize more usage especially when delays inevitably occur under either transportation mode. They would also improve the economic return to Utah. **(32.2.6.2.1C)**

We also enjoy LC year-round for hiking. Part of the budget must include improving year-round safety challenges at the White Pine parking area. **(32.2.6.2.4A)** The ability for transportation to efficiently drop off/pick up passengers and re-enter the LC road is paramount. **(32.2.6.3C)**

There needs to be a user analysis or capacity type study completed. Inserting a thousand people an hour into the canyon will have a variety of negative effects on user experience and environmentally. The study could help determine what limits you want to approach in the effort to balance between economic gain, user experience and environmental costs. **(32.20B)**

Please feel free to reach out to discuss Total ROI in further detail.

Thanks again!  
Scott Reichard

**COMMENT #:** 552  
**DATE:** 6/29/21 12:34 PM  
**SOURCE:** Website  
**NAME:** Todd Fleming

---

**COMMENT:**

I would like to voice my opinion that the Gondola option is a more sustainable and progressive option to reduce the number of vehicles on the road, widening the road and reduced carbs n emissions in the canyon. **(32.10A)** It just feels that is a more reliable and sustainable option for generations to come. Thank you! **(32.2.9D)**  
Todd

**COMMENT #:** 553  
**DATE:** 6/29/21 12:34 PM  
**SOURCE:** Website  
**NAME:** Austin Wozniak

---

**COMMENT:**

The gondola is the better long term option! **(32.2.9D)**



**COMMENT #:** 554  
**DATE:** 6/29/21 12:34 PM  
**SOURCE:** Website  
**NAME:** Chuck Baribeau

---

**COMMENT:**

bus plan is more flexible **(32.2.9A)** - secondly ENFORCE NOISE POLLUTION - prohibit ALL MOTOR CYCLES & Vehicles that are louder than HELL, included deisel pickup trucks 24/7/365! **(32.11C)**

**COMMENT #:** 555  
**DATE:** 6/29/21 12:34 PM  
**SOURCE:** Website  
**NAME:** Val Thurston

---

**COMMENT:**

I strongly support the Gondola solution and encourage the committee to select this option. Thank you.  
(32.2.9D)

**COMMENT #:** 556  
**DATE:** 6/29/21 12:35 PM  
**SOURCE:** Website  
**NAME:** Tyler Robinson

---

**COMMENT:**

I support the Gondola Option, I think it is the best long term solution. (32.2.9D)

**COMMENT #:** 557  
**DATE:** 6/29/21 12:35 PM  
**SOURCE:** Website  
**NAME:** Mark Desplinter

---

**COMMENT:**

Support the project best solution to a difficult problem (32.29D)

**COMMENT #:** 558  
**DATE:** 6/29/21 12:35 PM  
**SOURCE:** Website  
**NAME:** Eric Peterson

---

**COMMENT:**

I believe that the gondola option is the best overall option for maintaining the beauty of the canyon, health of the environment, and the needs of the people (including me) that would like to recreate in LCC but not be held captive by road closures and avalanche dangers. Please consider this as the preferred long-term solution to the over crowded road problem. Honestly, when considering egress, environment, etc, this seems to me to be the obvious best solution. **(32.2.9D)**

**COMMENT #:** 559  
**DATE:** 6/29/21 12:35 PM  
**SOURCE:** Website  
**NAME:** james griffin

---

**COMMENT:**

The bus lane would be awesome. like the UVX lanes in provo, they've been super effective, stay out of traffic, I would totally ride that stuff! **(32.2.9B)**

**COMMENT #:** 560  
**DATE:** 6/29/21 12:35 PM  
**SOURCE:** Website  
**NAME:** Kyle Salisbury

---

**COMMENT:**

Siiiiick! (32.29D)

**COMMENT #:** 561  
**DATE:** 6/29/21 12:35 PM  
**SOURCE:** Website  
**NAME:** Andrew Shelton

---

**COMMENT:**

Hello! I'm a skier from the Northeast; Philadelphia. I had seen the message about the two proposed alternatives for transportation in the LCC. I want to voice my support for the 8-mile GONDOLA alternative that would be put in place. It is the most environmentally friendly with also the least amount of invasion to wildlife, as would be the case with more buses. It would be a beautiful ride for everyone and create the least amount of emissions! **(32.2.9D)**



**COMMENT #:** 562  
**DATE:** 6/29/21 12:35 PM  
**SOURCE:** Website  
**NAME:** Antonio Le

---

**COMMENT:**

A gondola would be great !!!! Go for it. **(32.2.9D)**

**COMMENT #:** 563  
**DATE:** 6/29/21 12:36 PM  
**SOURCE:** Website  
**NAME:** Laura Pereira

---

**COMMENT:**

Please please please keep on building this. It's dangerous and unsustainable to keep things as they are! **(32.29D)**

**COMMENT #:** 564  
**DATE:** 6/29/21 12:36 PM  
**SOURCE:** Website  
**NAME:** Aidan McCarthy

---

**COMMENT:**

Please no gondola! It would be an eye sore and does not service my needs as a backcountry skier.  
(32.2.4A and 32.2.9E)

**COMMENT #:** 565  
**DATE:** 6/29/21 12:36 PM  
**SOURCE:** Website  
**NAME:** Peter Bell

---

**COMMENT:**

I believe the gondola option is the most sustainable for the canyon. Let's do that instead of expanding the roads for more buses. Thank you! **(32.2.9D)**

**COMMENT #:** 566  
**DATE:** 6/29/21 12:36 PM  
**SOURCE:** Website  
**NAME:** Vicki Wilson

---

**COMMENT:**

Please support the gondola option in Little Cottonwood Canyon! We must reduce the car and bus traffic or it will destroy this beautiful place. **(32.2.9D)**

**COMMENT #:** 567  
**DATE:** 6/29/21 12:36 PM  
**SOURCE:** Website  
**NAME:** Todd Gardiner

---

**COMMENT:**

YES to the Gondola! (32.2.9D)

**COMMENT #:** 568  
**DATE:** 6/29/21 12:36 PM  
**SOURCE:** Website  
**NAME:** Benjamin Morris

---

**COMMENT:**

Gondola option is a great idea decrease traffic up the little cottonwood canyon and allow for better uses than parking lots adj. to the ski resorts. **(32.2.9D)**

**COMMENT #:** 569  
**DATE:** 6/29/21 12:37 PM  
**SOURCE:** Website  
**NAME:** Joe Snow

---

**COMMENT:**

All for the gondola! Let's make this happen! **(32.2.9D)**



**COMMENT #:** 570  
**DATE:** 6/29/21 12:37 PM  
**SOURCE:** Website  
**NAME:** Sam Bartlit

---

**COMMENT:**

Gondola seems to be the best choice, make a larger investment into the infrastructure now and it won't need another update and new plan in 10 years. Busses seem to a bandaid where as the gondola seems to be a real solution to the problem. **(32.2.9D)**

**COMMENT #:** 571  
**DATE:** 6/29/21 12:37 PM  
**SOURCE:** Website  
**NAME:** Bruce Jacques

---

**COMMENT:**

I ski a fair amount in Europe and they use large trams from parking areas to resorts. It's a proven system! **(32.2.9D)**

**COMMENT #:** 572  
**DATE:** 6/29/21 12:37 PM  
**SOURCE:** Website  
**NAME:** Noah Gull

---

**COMMENT:**

This would be amazing! Especially as a college student trying to save on gas money. It also just adds a ton of character to Utah's reputation as a ski mecca **(32.29D)**

**COMMENT #:** 573  
**DATE:** 6/29/21 12:38 PM  
**SOURCE:** Website  
**NAME:** Ryan Sturdevant

---

**COMMENT:**

Gondola! Don't waist anymore time, lets get the gondola vibes rolling and slow the flow of emissions.  
(32.2.9D)

**COMMENT #:** 574  
**DATE:** 6/29/21 12:38 PM  
**SOURCE:** Website  
**NAME:** Brandon Bodell

---

**COMMENT:**

I am a 18-year resident of Draper. I am also a long-term Alta season pass holder. I am fully in favor of the proposed gondola system. I think this is smart planning for future generations and is clearly the correct choice to cut carbon emissions and reduce traffic. I love it. **(32.2.9D)**

**COMMENT #:** 575  
**DATE:** 6/29/21 12:38 PM  
**SOURCE:** Website  
**NAME:** Thomas Paxton

---

**COMMENT:**

My family and I are 100% in favor of the gondola option for LCC, not only because of the environmental impact but because of Snowbird Resort's willingness to grant an easement on its private property if the Gondola option is chosen by UDOT. **(32.2.9D)**

**COMMENT #:** 576  
**DATE:** 6/29/21 12:38 PM  
**SOURCE:** Website  
**NAME:** kevin Handy

---

**COMMENT:**

The major problem for LCC is traffic flow, flow is dependent upon UDOT for they control the SR210. As when to open or close the road.

When SLC has a major snow storm or a dump up the canyon everyone goes up LCC and when there is a problem getting there the flow stops. If the highway is congested with cars waiting to get up the canyon then the buses will be log jammed or stack up waiting to get into the line either from the gravel pit or from 9400 South and Highland Dr.

If traffic is tyed up and not moving then nobody is going to get to La Callie parking lot. Traffic backs up from 6:30 on SR210 from the High T intersection in the morning waiting to get up the canyon in the morning. I live just of SR210 and can see the dog and phony show from my kitchen window.

SR210 becomes a stand still in any major snow storm holiday and weekends due to UDOT waiting till they feel they can open the road. Either option is dependent upon UDOT, until that is solved in opening the road sooner than later the flow is stopped. Fix the flow to solved the problem. **(32.7A, 32.7B, and 32.7C)**

Good Luck, I would just leave it as is and spend \$500 million someplace constructive.

**COMMENT #:** 577  
**DATE:** 6/29/21 12:38 PM  
**SOURCE:** Website  
**NAME:** Jon Harmon

---

**COMMENT:**

The gondola seems like the best long term solution that balances mobility & impact on the valley.  
(32.2.9D)



**COMMENT #:** 578  
**DATE:** 6/29/21 12:39 PM  
**SOURCE:** Website  
**NAME:** Craig Lindsey

---

**COMMENT:**

I believe the gondola, with La Caille base station, is the best option for mitigating Little Cottonwood Canyon traffic issues. **(32.2.9D)**

**COMMENT #:** 579  
**DATE:** 6/29/21 12:40 PM  
**SOURCE:** Website  
**NAME:** Ben Farrar

---

**COMMENT:**

I think the gondola is a healthier long term option. I'd like to see UDOT elect this measure to preserve the canyon **(32.2.9D)**

**COMMENT #:** 580  
**DATE:** 6/29/21 12:40 PM  
**SOURCE:** Website  
**NAME:** Suzanne Mahre

---

**COMMENT:**

I prefer the increased UTA bus schedule option. (32.2.9A)

**COMMENT #:** 581  
**DATE:** 6/29/21 12:40 PM  
**SOURCE:** Website  
**NAME:** Heidi Fausz

---

**COMMENT:**

Having traveled to Little Cottonwood Canyon multiple times a year, from out of state, I truly believe a gondola is the best option for reducing vehicle traffic in the canyon. **(32.2.9D)**

**COMMENT #:** 582  
**DATE:** 6/29/21 12:40 PM  
**SOURCE:** Website  
**NAME:** Katherine Koehn

---

**COMMENT:**

Parking is still an issue. (32.2.6.2.1C) Why not use Canyon Transportation? (32.2.6.2A)

**COMMENT #:** 583  
**DATE:** 6/29/21 12:41 PM  
**SOURCE:** Website  
**NAME:** Mimi Rogers

---

**COMMENT:**

Please no more paving in LCC. I'm a big supporter of the gondola option! **(32.2.9D)**

**COMMENT #:** 584  
**DATE:** 6/29/21 12:41 PM  
**SOURCE:** Website  
**NAME:** Isabel Roberts

---

**COMMENT:**

Unless the gondola can somehow hold as many people as the expanded bus service and make stops for backcountry access as well it seems very clear that the expanded bus service with snow sheds is the best way to improve the number of people able to get up the canyon and enjoy the snow while helping reliability. **(32.2.9B and 32.2.6.3C)** I think expanding the road service makes a lot more sense than creating a whole new system with smaller capacity and limited access to areas of the canyon that aren't the resorts.

**COMMENT #:** 585  
**DATE:** 6/29/21 12:41 PM  
**SOURCE:** Website  
**NAME:** Michael Christopherson

---

**COMMENT:**

The gondola would provide a greater year round access to the mountain. Tourists would prefer to ride the gondola through the canyon, not the bus. **(32.2.9D)**



**COMMENT #:** 586  
**DATE:** 6/29/21 12:41 PM  
**SOURCE:** Website  
**NAME:** Michael Braun

---

**COMMENT:**

A Aerial Tram in LCC is a Disneyland wet dream. The future traffic may be increasing, but the cost spend of up to \$600 million to develop a Disneyland Tram. The tram will void the natural beauty of the canyon, wherein a extra shoulder lane for busses will not. **(32.17A and 32.17B)** I as a Taxpayer have no interest or desire to have my taxes increased for out of state visitors to just keep driving up the canyon as they will not take the tram. **(32.2.7A)** I will not take the tram. I live in Granite. Granite has no interest in g=having the mouth of LCC commercialized with a parking hub and Tram station. The EIS and future work should move slowly. **(32.2.9E)** Develop Enhanced Bus Service and a wider road. Make the systems easy for all. Re-evaluate five to ten years from now. **(32.2.6.5D and 32.2.9B)** I oppose a Aerial Tram in Little Cottonwood Canyon. **(32.2.9E)** I oppose taxpayer hand-outs to two ski resorts; I oppose the destruction of the views of LCC by installing a tram. I oppose the commercialization of land near the mouth of LCC and the Granite Community. When will we humans stop the degradation of the natural beauty of this canyon??? **(32.17A)**

**COMMENT #:** 587  
**DATE:** 6/29/21 12:41 PM  
**SOURCE:** Website  
**NAME:** Jonathan Sciammarella

---

**COMMENT:**

Gondola would be amazing **(32.2.9D)**

**COMMENT #:** 588  
**DATE:** 6/29/21 12:41 PM  
**SOURCE:** Website  
**NAME:** Joni Dykstra

---

**COMMENT:**

From the consumer point of view, I would to know what the cost will be person to ride the bus and park, and the cost to ride the gondola and park. This is important to know as it will impact the cost of skiing for almost everyone. **(32.2.4A and 32.2.6B)**

**COMMENT #:** 589  
**DATE:** 6/29/21 12:41 PM  
**SOURCE:** Website  
**NAME:** Ben Hirsh

---

**COMMENT:**

All aboard the gondola! Incredible idea to alleviate traffic, help mitigate climate impact, and drive investment in the region in a safe manner. Huge fan of the gondola idea. Foolish not to do it imo  
**(32.2.9D)**

**COMMENT #:** 590  
**DATE:** 6/29/21 12:42 PM  
**SOURCE:** Website  
**NAME:** Robert Medler

---

**COMMENT:**

I support the gondola. (32.2.9D)

**COMMENT #:** 591  
**DATE:** 6/29/21 12:43 PM  
**SOURCE:** Website  
**NAME:** Tracy Oliveto

---

**COMMENT:**

Snowbird is our favorite resort so either option would be good for us, that said, there needs to be one or both. Thanks **(32.29D)**

**COMMENT #:** 592  
**DATE:** 6/29/21 12:43 PM  
**SOURCE:** Website  
**NAME:** Abigail Johnson

---

**COMMENT:**

I am writing to advocate for the gondola being built in LCC. Although it may not be the most appealing and may take away from LCC natural beauty, the direction of skiing in Utah is getting to a point where it is about to burst unless we do something lasting and efficient. **(32.2.9D)**

**COMMENT #:** 593  
**DATE:** 6/29/21 12:43 PM  
**SOURCE:** Website  
**NAME:** Brandon Donnelly

---

**COMMENT:**

Just do it (32.29D)



**COMMENT #:** 594  
**DATE:** 6/29/21 12:43 PM  
**SOURCE:** Website  
**NAME:** Jeromy Stafford

---

**COMMENT:**

ski train or tram/ gondola. lcc current situation makes me avoid a skiing there **(32.2.9F and 32.2.9D)**

**COMMENT #:** 595  
**DATE:** 6/29/21 12:44 PM  
**SOURCE:** Website  
**NAME:** JD Eskelson

---

**COMMENT:**

Go for the Gondola (or Cog train like Europe) NOT more bus service! (32.2.9D and 32.2.9E)

**COMMENT #:** 596  
**DATE:** 6/29/21 12:44 PM  
**SOURCE:** Website  
**NAME:** Ilya rudnitsky

---

**COMMENT:**

I support the gondola **(32.2.9D)**

**COMMENT #:** 597  
**DATE:** 6/29/21 12:44 PM  
**SOURCE:** Website  
**NAME:** Devin britton

---

**COMMENT:**

please build this traffic and parking are always the biggest problem when visiting **(32.29D)**

**COMMENT #:** 598  
**DATE:** 6/29/21 12:45 PM  
**SOURCE:** Website  
**NAME:** Leslie Stevens

---

**COMMENT:**

Brilliant idea! (32.29D)

**COMMENT #:** 599  
**DATE:** 6/29/21 12:45 PM  
**SOURCE:** Website  
**NAME:** Zane Rasmussen

---

**COMMENT:**

Gondola costs less money to make and maintain, the gondola is weather resistant and can handle powder days effectively, private land could be donated for the creation of this project, the idea of a gondola that runs from the city to the mountain is something tourists will gravitate toward, 50 year solution vs short-sided 14 year "solution" that will only makes things worse.

To purpose that the gondola solution isn't the most viable option means you have an interested party other than The People whom have paid massive amounts of money in hopes to get a project that benefits a few vs one that benefits all of us. **(32.2.9D)**

Do your job and create something that is more practical for the city and for our economy.

**COMMENT #:** 600  
**DATE:** 6/29/21 12:45 PM  
**SOURCE:** Website  
**NAME:** BRIAN MINETTE

---

**COMMENT:**

all in favor for gondola. This would make UT and Snowbird truly world class! **(32.2.9D)**

**COMMENT #:** 601  
**DATE:** 6/29/21 12:46 PM  
**SOURCE:** Website  
**NAME:** Mike Hone

---

**COMMENT:**

Busses are the best option; they service the canyon all year around with stops in multiple places.  
(32.2.9A and 32.2.6.3C)

The gondola only services the ski area, mostly in the winter. It would be wrong to use tax payers money to promote only two ski areas. (32.2.7A)



**COMMENT #:** 602  
**DATE:** 6/29/21 12:46 PM  
**SOURCE:** Website  
**NAME:** Julia Uberty

---

**COMMENT:**

This is a great idea! An subway would be incredible too if that was an option! **(32.2.2C)**

**COMMENT #:** 603  
**DATE:** 6/29/21 12:46 PM  
**SOURCE:** Website  
**NAME:** Cheristy Jones

---

**COMMENT:**

A gondola would provide a fast, reliable way up the canyon that would generate revenue and would lessen the impact on the canyon for future generations **(32.2.9D)**

**COMMENT #:** 604  
**DATE:** 6/29/21 12:46 PM  
**SOURCE:** Website  
**NAME:** Carmen Trevino

---

**COMMENT:**

I vote for the gondola as the most reliable transportation on snow days and the least environmental impact. **(32.2.9D)**

**COMMENT #:** 605  
**DATE:** 6/29/21 12:46 PM  
**SOURCE:** Website  
**NAME:** Mark Ritchie

---

**COMMENT:**

The gondola approach to easing traffic in LLC is the RIGHT way to go and needs to happen asap!  
**(32.2.9D)**

**COMMENT #:** 606  
**DATE:** 6/29/21 12:46 PM  
**SOURCE:** Website  
**NAME:** Ron Manning

---

**COMMENT:**

I support the gondola project to lessen our carbon footprint and preserve our canyon for future riders and skiers **(32.10A and 32.2.9D)**

**COMMENT #:** 607  
**DATE:** 6/29/21 12:46 PM  
**SOURCE:** Website  
**NAME:** TREVOR FINSTAD

---

**COMMENT:**

I support the expanded bus lane and avy sheds. (32.2.9A) the gondola and parking location will jam up wasatch blvd like nobodys business even with a wider lane. (32.2.6.5E) Plus there will be very long lines, i highly doubt the gondola will be walk on, plus the parking will fill quickly. (32.2.6.5C) buses will improve both canyons and be a great success.

**COMMENT #:** 608  
**DATE:** 6/29/21 12:47 PM  
**SOURCE:** Website  
**NAME:** Jeffrey Riehl

---

**COMMENT:**

This is a fantastic idea and solution, far better than a bus, relieving traffic and emissions while offering the safest option. Not to mention how amazing the experience could be. **(32.29D)**

**COMMENT #:** 609  
**DATE:** 6/29/21 12:47 PM  
**SOURCE:** Website  
**NAME:** David Proffitt

---

**COMMENT:**

As an avid skier and huge fan of Utah powder, I urge you to pursue the idea of running gondolas (aerial trams) up and down BOTH Little Cottonwood and Big Cottonwood canyons. Gondolas would expand the capacity of the transportation system while decreasing pollution. This means better access to the ski resorts and other recreation areas, safer transportation options during heavy snowfall, and more equitable access for people who cannot afford cars that can make it up the steep canyons. The gondolas might even become attractions in their own right - it's a win-win-win! **(32.2.9D and 32.2.2.Q)**



**COMMENT #:** 610  
**DATE:** 6/29/21 12:47 PM  
**SOURCE:** Website  
**NAME:** Farrah Edwards

---

**COMMENT:**

I've been skiing LCC for 20 years and watched congestion and frustration over the situation in the canyon get worse and worse every year. I LOVE the gondola solution for these reasons: **(32.2.9D)**  
-low impact (except for installation and maintenance.)  
-fast - especially on powder days  
-I love the idea of lockers - as long as they are secure and affordable. I feel like only people who purchased a lift ticket should be able to access the locker rooms. **(32.2.3A)**  
-will there be enough room in the base lodge? It seems like that is going to be a bottleneck. I would say it should be bigger so that there is enough room for people (especially families) to get changed.

Concerns:

- from the illustration, it still looks like there are a LOT of cars in the canyon. I think that in environmental interests, I would expect the canyon to be residents, bus and hotel guests only. Why would public cars be allowed up? **(32.2.2L)**

At this stage, I'd like to see a resident/bus only/hotel guest only mandate in the canyon with a bus station off Wasatch at the gravel pit that serves both LCC and BCC.

- Residents on Little Cottonwood Road and Wasatch are still going to be massively impacted by the traffic going to the base of the gondola. **(32.2.6.5E)**

**COMMENT #:** 611  
**DATE:** 6/29/21 12:47 PM  
**SOURCE:** Website  
**NAME:** Donald Walk

---

**COMMENT:**

Seems like a lot of expense to benefit a relatively few number of people.. (32.2.7A)

**COMMENT #:** 612  
**DATE:** 6/29/21 12:47 PM  
**SOURCE:** Website  
**NAME:** Lance Eaves

---

**COMMENT:**

All in on the GONDOLA - makes more sense - it was first proposed in 1967 !! **(32.2.9D)**

**COMMENT #:** 613  
**DATE:** 6/29/21 12:47 PM  
**SOURCE:** Website  
**NAME:** Ben Ho

---

**COMMENT:**

I advocate for more frequent bus service and if you want to cut down traffic change one lane to bus only for certain times. Why ruin the natural look of the canyons and I've used your bus service for quite a few years now when I visit during the ski season **(32.2.9B)**

**COMMENT #:** 614  
**DATE:** 6/29/21 12:47 PM  
**SOURCE:** Website  
**NAME:** Courtnee Vanderlinden

---

**COMMENT:**

No more road traffic or buses please. We need a gondola. (32.2.9D)

**COMMENT #:** 615  
**DATE:** 6/29/21 12:47 PM  
**SOURCE:** Phone Comment  
**NAME:** Ryan King

---

**COMMENT:**

Hey, my name is Ryan King and I'm a big skier that frequents the Cottonwood canyons and I tried to leave a comment on line but usually gives me a receipt saying that it was received and it didn't show I thought I would just cover my bases and leave a comment here. I am a big proponent and a big fan of the gondola option to alleviate the traffic in the canyons and I think one of the biggest reasons why is that? During inclement weather two wheel drive cars seem to frequent the canyon there's slide-offs. There are buses that slide off all sorts of vehicles off and as we know a gondola can operate in inclement weather. So I feel like this would be the best option to really give people peace of mind that they would be able to get up the money and visit a ski resorts and Get down safely. So out of the two proposed options. I am strongly on team Gondola. Thank you. **(32.2.9D)**

**COMMENT #:** 616  
**DATE:** 6/29/21 12:48 PM  
**SOURCE:** Website  
**NAME:** Brian Harris

---

**COMMENT:**

I think the current most pressing issue in the canyon is volume. **(32.2.9A)** This enhanced bus is the best option. But please please please consider a full or partial road closure (ie canyon residents and essential employees only) along with this. **(32.2.2B)** And run the buses all year long. **(32.2.6.3C)**

I like the idea of the gondola for improving reliability in poor weather etc, but a few issues. It needs to be useful as a year round thing. Add loading/unloading at Lisa falls, white pine, etc and I think this starts to make more sense. **(32.2.6.5F and 32.2.6.5G)** But the current proposal only benefits the ski areas - and as such they need to pay for it. (So make them pay for it and do both honestly). **(32.2.7A)**

**COMMENT #:** 617  
**DATE:** 6/29/21 12:48 PM  
**SOURCE:** Website  
**NAME:** Renaldo Nel

---

**COMMENT:**

Due to environmental concerns, I strongly support the Gondola option. Salt Lake City and its surroundings already suffer from high levels of air pollution and increasing a bussing system would be an irresponsible choice **(32.10A)**. I am also opposed to the environmental impact of increasing the road surface up the canyon. **(32.2.9D)**



**COMMENT #:** 618  
**DATE:** 6/29/21 12:48 PM  
**SOURCE:** Website  
**NAME:** Louise Jensen

---

**COMMENT:**

I think this is a great idea and could really help limit traffic in the canyon. My only concern is will there be long lines to get on the gondolas? Will there be enough gondolas to keep lines down? **(32.2.6.5C and 32.2.9D)**

**COMMENT #:** 619  
**DATE:** 6/29/21 12:48 PM  
**SOURCE:** Website  
**NAME:** Paul Carter

---

**COMMENT:**

I am in favor of the Gondola proposal. (32.2.9D)

**COMMENT #:** 620  
**DATE:** 6/29/21 12:49 PM  
**SOURCE:** Website  
**NAME:** Eddie Robertson

---

**COMMENT:**

I favor the gondola since it has lower emissions and subjects the riders to less a avalanche risk.  
**(32.2.9D)**

**COMMENT #:** 621  
**DATE:** 6/29/21 12:49 PM  
**SOURCE:** Website  
**NAME:** Fred DeBlase

---

**COMMENT:**

Please build gondola in little cotton wood cayon **(32.2.9D)**

**COMMENT #:** 622  
**DATE:** 6/29/21 12:49 PM  
**SOURCE:** Website  
**NAME:** Chris Olsen

---

**COMMENT:**

I much prefer the gondola option for (1) cleaner air, **(32.10A)** (2) an attraction itself, (3) less disruption to canyon, (4) nobody rides buses now, (5) preservation, and (6) not dependent upon road / weather conditions. **(32.2.9D)**

**COMMENT #:** 623  
**DATE:** 6/29/21 12:49 PM  
**SOURCE:** Website  
**NAME:** Robert Anderson

---

**COMMENT:**

As some from outside of Utah I think this is a great idea. Last time I went skiing at Snowbird we stayed in Bluffdale and drove to the resort one day, took the bus another, and took an uber the third day. A gondola would be much more convenient (and safer as our rental struggled going up the canyon). One issue with using buses is adhering to a schedule and the gondola would remove that inconvenience and encourage people to take public transportation. **(32.2.9D)**

**COMMENT #:** 624  
**DATE:** 6/29/21 12:49 PM  
**SOURCE:** Website  
**NAME:** Greg Sherry

---

**COMMENT:**

Yes for a gondola (32.2.9D)

**COMMENT #:** 625  
**DATE:** 6/29/21 12:49 PM  
**SOURCE:** Website  
**NAME:** Peter Georgiou

---

**COMMENT:**

This gondola is an investment in infrastructure and sustainability. I support the gondola **(32.2.9D)**



**COMMENT #:** 626  
**DATE:** 6/29/21 12:49 PM  
**SOURCE:** Website  
**NAME:** Steve Diamond

---

**COMMENT:**

I feel strongly the gondola project is the best option to relieve traffic up and down Little Cottonwood Canyon. **(32.2.9D)**

**COMMENT #:** 627  
**DATE:** 6/29/21 12:50 PM  
**SOURCE:** Website  
**NAME:** Lydia Salmond

---

**COMMENT:**

A rail system would allow for stops at popular trailheads and cut emissions. **(32.2.9F)** The fact that the gondola runs seasonally and only stops at the resorts shows who this is benefiting. **(32.2.6.5F)** Ski resorts and rich people. Don't spend our taxes on their infrastructure, they can pay for it if they want. **(32.2.7A)** Use our money to pay for something that actually helps congestion in the whole canyon. Busses or rail.

**COMMENT #:** 628  
**DATE:** 6/29/21 12:50 PM  
**SOURCE:** Website  
**NAME:** Andy Harmon

---

**COMMENT:**

Gondola is my first choice. **(32.2.9D)** However, the resorts need to be responsible for limiting the quantity of day passes sold (specifically snowbird) to help control crowding in the canyon. **(32.2.2K)**

**COMMENT #:** 629  
**DATE:** 6/29/21 12:51 PM  
**SOURCE:** Website  
**NAME:** KEVIN DAWSON

---

**COMMENT:**

Please reduce our reliance on vehicles by supporting the gondola option. **(32.2.9D)** The Bus Option Requires more paving, emissions and drastic permanent changes in the canyon. the gondola will provide a more reliable long-term solution, while reducing the number of vehicles on the road. please strongly consider the gondola Option in conjunction with a toll to enter the canyon. **(32.2.4A and 32.2.9D)**

**COMMENT #:** 630  
**DATE:** 6/29/21 12:51 PM  
**SOURCE:** Website  
**NAME:** Robert Granwehr

---

**COMMENT:**

Gondola is reasonable given the traffic at this point. **(32.2.9D)**This should be well suited for the expected growth of the salt lake area though. High capacity is a must. The sooner we get cars off the road in LCC the better. Emergency workers will be able to travel more quickly if the public is essentially removed from the road. My input is limiting parking on the road. This is a disaster waiting to happen. Pedestrians should not be walking on the shoulder and potentially getting hit by a vehicle that is sliding. Enforce winter tire checks. No winter tires, no driving up the canyon. **(32.2.2M)** Please ensure a proper parking lot is developed at the mouth of the canyon. Use of the gondola should be incentivized. **(32.2.4A)** Looking forward to the final solution. Thank you!

**COMMENT #:** 631  
**DATE:** 6/29/21 12:51 PM  
**SOURCE:** Website  
**NAME:** Gunthar Reising

---

**COMMENT:**

The gondola is a much cleaner, greener, and long-term solution for the cottonwoods. Expanded bud systems would just be a temporary band aid. **(32.2.9D)**

**COMMENT #:** 632  
**DATE:** 6/29/21 12:52 PM  
**SOURCE:** Website  
**NAME:** Chris Stevenson

---

**COMMENT:**

It's a no brainer - time for us to start behaving like a world class ski destination and not a back yard sledding hill. **(32.29D)**

**COMMENT #:** 633  
**DATE:** 6/29/21 12:52 PM  
**SOURCE:** Website  
**NAME:** Angela Bailey

---

**COMMENT:**

Please, NO to the gondola. The cables and poles will constitute a year-round eyesore in Little Cottonwood Canyon, **(32.17A)** will not aid in transporting backcountry skiers and the lines will be horrific. **(32.2.6.5C)**

YES to a dedicated bus lane, with more buses and including some buses that are specific to the destination resort (i.e., Snowbird only buses, Alta only buses AND buses that go to both resorts). **(32.2.9B)**



**COMMENT #:** 634  
**DATE:** 6/29/21 12:52 PM  
**SOURCE:** Website  
**NAME:** Mark Swan

---

**COMMENT:**

I am a frequent user of Little Cottonwood Canyon. This includes having a season ski pass to Snowbird. The gondola option should be the only acceptable option. Expanding the road will not necessarily handle the traffic if there is bad weather and it will not necessarily handle the traffic problems. The gondola option resolves both of those issues. Further, expanding the road will irrevocable damage the canyon due to the need to remove portions of the canyon walls to widen the road, move or reuse that material on the other side of the road toward the creek will more negatively effect the canyon then the gondola option. Thank you. **(32.2.9D and 32.17A, 32.17B, 32.12A, and 32.12B)**

**COMMENT #:** 635  
**DATE:** 6/29/21 12:53 PM  
**SOURCE:** Website  
**NAME:** Stephen Ftaclas

---

**COMMENT:**

I am a resident of Cottonhood Heights, an engineer, and a safety professional. While roadway expansion and enhanced bussing may also be necessary at some time in the future, it is a considerably weaker solution. Gondola service from La Caille addresses avalanche risk, and avoids slowdowns from busses sliding off of the shoulder. The gondola solution also improves economic opportunity both for services at Alta/Snowbird, and for goods and services available at La Caille station. The gondola also adds to the experience of travelling to LCC creating a memorable adventure for tourists and locals alike. I strongly support and will patronize a gondola solution for LCC because of the unparalleled advantage it presents for safety and economic opportunity. Finally, please consider additional services such as expanded locker rooms, showers, or even a health club at La Caille. You may be surprised at the additional revenue potential it may present. **(32.2.3A and 32.2.9D)**

**COMMENT #:** 636  
**DATE:** 6/29/21 12:53 PM  
**SOURCE:** Website  
**NAME:** Steven Jackson

---

**COMMENT:**

Put in a gondola. It's better for the environment and it looks cooler. **(32.2.9D)**

**COMMENT #:** 637  
**DATE:** 6/29/21 12:54 PM  
**SOURCE:** Website  
**NAME:** Dan Croce

---

**COMMENT:**

I've been a season pass holder, preferred parking permit holder and with a locker at Creekside for many years and I am very excited about this project. **(32.29D)**

**COMMENT #:** 638  
**DATE:** 6/29/21 12:54 PM  
**SOURCE:** Website  
**NAME:** Lauren Olsen

---

**COMMENT:**

This gondola would be a huge asset for the Utah ski scene. It's an amazing opportunity to create jobs, reduce traffic, and improve the skiing experience for tourists and locals alike. **(32.2.9D)**

**COMMENT #:** 639  
**DATE:** 6/29/21 12:54 PM  
**SOURCE:** Website  
**NAME:** Heather Winkler

---

**COMMENT:**

My family has been skiing and coming to Snowbird for 40 years. We have owned timeshares at Iron Blossom and now Cliff Lodge. The canyon roads are dangerous and only getting more use as the years pass. We support the idea of a Gondola for environmental reasons but also to put our State on par with some of the beautiful European resorts we have visited. The gondola would be a much safer option to the environment and we feel the investment will be less over the long haul. Busses are an older way of thinking and people do not enjoy riding on them. Gondolas are safer, more fun and makes Utah that much more interesting to visitors. **(32.2.9D)**

**COMMENT #:** 640  
**DATE:** 6/29/21 12:55 PM  
**SOURCE:** Website  
**NAME:** Igor Borisevich

---

**COMMENT:**

support gondola (32.2.9D)

**COMMENT #:** 641  
**DATE:** 6/29/21 12:55 PM  
**SOURCE:** Website  
**NAME:** Samuel Naatz

---

**COMMENT:**

I support the gondola. **(32.2.9D)**



**COMMENT #:** 642  
**DATE:** 6/29/21 12:56 PM  
**SOURCE:** Website  
**NAME:** Brian Karney

---

**COMMENT:**

gondola solution (32.2.9D)

**COMMENT #:** 643  
**DATE:** 6/29/21 12:56 PM  
**SOURCE:** Website  
**NAME:** Lisa Conley

---

**COMMENT:**

Gondola is the right solution (32.2.9D)

**COMMENT #:** 644  
**DATE:** 6/29/21 12:56 PM  
**SOURCE:** Website  
**NAME:** Gary Green

---

**COMMENT:**

Please choose the healthier greener Gondola option : ) **(32.2.9D)**

**COMMENT #:** 645  
**DATE:** 6/29/21 12:56 PM  
**SOURCE:** Website  
**NAME:** John Fullmer

---

**COMMENT:**

Let's go gondola. (32.2.9D)

**COMMENT #:** 646  
**DATE:** 6/29/21 12:56 PM  
**SOURCE:** Website  
**NAME:** Natalie Stevenson

---

**COMMENT:**

I support snowbird (32.29D)

**COMMENT #:** 647  
**DATE:** 6/29/21 12:56 PM  
**SOURCE:** Website  
**NAME:** Alicia Caldwell

---

**COMMENT:**

I support a gondola to reduce emissions and traffic in the canyon and to protect our watershed and wildlife. **(32.2.9D)**

**COMMENT #:** 648  
**DATE:** 6/29/21 12:56 PM  
**SOURCE:** Website  
**NAME:** Luke Woydziak

---

**COMMENT:**

I prefer the gondola approach. (32.2.9D)

**COMMENT #:** 649  
**DATE:** 6/29/21 12:57 PM  
**SOURCE:** Website  
**NAME:** Robert Blanco

---

**COMMENT:**

I favor the gondola mode of transportation for year-round reliable low emissions travel in and out of Little Cottonwood Canyon. **(32.2.9D)**



**COMMENT #:** 650  
**DATE:** 6/29/21 12:57 PM  
**SOURCE:** Website  
**NAME:** Rex Jensen

---

**COMMENT:**

Growing up at the mouth of Little Cottonwood Canyon Granite, I developed a love for this Canyon and how special it is. Finding ways to Grant access in a way that reduces traffic and congestion and giving unprecedented views of the canyon and the valley is such a better alternative that gridlock and buses and packed parking lots. I spent the night on the floor of these Peruvian lodge with a couple hundred other people when the canyon closed due to Avalanche in the early 90s. I can't imagine how horrible that would be today with thousands of people with no food and not enough space.

Create an alternative transportation option that provides done redundancy for worst case scenarios and limits the human impact on the canyon while still allowing us to enjoy it's beauty. **(32.29H)**

**COMMENT #:** 651  
**DATE:** 6/29/21 12:58 PM  
**SOURCE:** Website  
**NAME:** Judy Smith

---

**COMMENT:**

I like the idea of the gondola as long as the ticket price is equivalent to that of the bus, which \$5 each way. A family price would be nice also, otherwise it wouldn't be worth it to take the gondola with a family or group. **(32.2.4A)**

**COMMENT #:** 652  
**DATE:** 6/29/21 12:58 PM  
**SOURCE:** Website  
**NAME:** Mindy Gautreau

---

**COMMENT:**

Please vote for the gondola. Our cottonwood canyons have far too much traffic already. We don't need more traffic causing more congestion and more pollution. **(32.2.9D)**

**COMMENT #:** 653  
**DATE:** 6/29/21 12:58 PM  
**SOURCE:** Website  
**NAME:** Keith Nielsen

---

**COMMENT:**

Absolutely! Save what attracts all of us to Utah, tax those heavily that insist on driving. **(32.2.4A)**

**COMMENT #:** 654  
**DATE:** 6/29/21 12:59 PM  
**SOURCE:** Website  
**NAME:** Barbara Antonetti

---

**COMMENT:**

As a Sandy City resident I truly think enhanced bus service is the way to go. **(32.2.9A)** We are so fortunate to have the natural environment that we do, and a ginormous parking structure at LaCaille will only enhance the damage to the environment. We do not need more cars heading to the canyon to clog traffic for our local residents. I run in the Granite area and am appalled to see the traffic backed up on a regular ski day with cars just sitting idle. **(32.7B)** The gondola seems pretty glitzy and would benefit the ski resorts who will not be dealing with the environmental destruction we will see down at the bottom of the canyon. Why should my tax dollars go to help the ski resorts do something glitzy at the expense of nature? **(32.2.7A)**

**COMMENT #:** 655  
**DATE:** 6/29/21 12:59 PM  
**SOURCE:** Website  
**NAME:** Jake Loutensock

---

**COMMENT:**

My comment is fairly lengthy, but I do hope that the team reads it and internalizes it. After living in multiple different countries with amazing public transportation options, I've concluded that if we are going to get people to use it, there needs to be an incentive.

I've lived in Utah long enough to see how much people just love their 4 wheel drive vehicles; they are extremely prideful of them. Even if a Gondola or other form of transport is implemented up Little Cottonwood Canyon, it will not be used without an incentive.

I think that driving a private vehicle up the canyon needs to be heavily tolled with fees. This will equalize the cost between driving my own vehicle versus taking the the gondola. Perhaps even, the canyon could be closed to private vehicles, and the bus system could get scaled up to accommodate the traffic that the gondola cannot support. **(32.2.4A and 32.2.2L)**

All in all, there needs to be a strong reason for people to prefer taking the gondola in order to solve the transit challenge. I don't want to see something of this scale get built, and in the end, do nothing to solve the problem.

**COMMENT #:** 656  
**DATE:** 6/29/21 1:00 PM  
**SOURCE:** Website  
**NAME:** Sara Knight

---

**COMMENT:**

This is a fabulous idea. I have been enjoying Snowbird for 30 years and live locally. I would totally use this option. **(32.29D)**

**COMMENT #:** 657  
**DATE:** 6/29/21 1:00 PM  
**SOURCE:** Website  
**NAME:** Christopher Herzog

---

**COMMENT:**

I vote for the gondola over enhanced bus. **(32.2.9D)** This doesn't fix the same problem in BCC. Is it just focus on one canyon at a time philosophy? Get LCC done then move to BCC?



**COMMENT #:** 658  
**DATE:** 6/29/21 1:00 PM  
**SOURCE:** Website  
**NAME:** Chris Beck

---

**COMMENT:**

If it reduces emissions I'm all for it! (32.29D)

**COMMENT #:** 659  
**DATE:** 6/29/21 1:00 PM  
**SOURCE:** Website  
**NAME:** Nathaniel Kogan

---

**COMMENT:**

The gondola seems the much better long term option and the one that will have less of a negative environmental impact on the canyon. Also, this will allow SB and Alta to avoid interlodge issues during major storms. **(32.2.9D and 32.2.6.5H)**

**COMMENT #:** 660  
**DATE:** 6/29/21 1:01 PM  
**SOURCE:** Website  
**NAME:** Jeff Niu

---

**COMMENT:**

I visit SLC for skiing every winter and would love the option of riding a gondola instead of driving up little cottonwood canyon! **(32.2.9D)**

**COMMENT #:** 661  
**DATE:** 6/29/21 1:01 PM  
**SOURCE:** Website  
**NAME:** Kirsten Ball

---

**COMMENT:**

I support the gondola option for LCC. Enough with the cars/bus pollution. Help save the canyon now.  
(32.2.9D)

**COMMENT #:** 662  
**DATE:** 6/29/21 1:01 PM  
**SOURCE:** Website  
**NAME:** Greg Norrandee

---

**COMMENT:**

Love this idea but increase capacity of Gondola closer to 3,000 pph. **(32.2.6.5N)**

**COMMENT #:** 663  
**DATE:** 6/29/21 1:01 PM  
**SOURCE:** Website  
**NAME:** Kristine Causton

---

**COMMENT:**

Please reduce emissions and changing the landscape of Little Cottonwood Canyon. Build a gondola instead of adding more busses! **(32.2.9D)**

**COMMENT #:** 664  
**DATE:** 6/29/21 1:01 PM  
**SOURCE:** Website  
**NAME:** Juliet DeVette

---

**COMMENT:**

Gondola go!@ (32.2.9D)

**COMMENT #:** 665  
**DATE:** 6/29/21 1:01 PM  
**SOURCE:** Website  
**NAME:** Paola Nix

---

**COMMENT:**

I want to register my support for the gondola project as the best solution for the traffic issues in Little Cottonwood canyon. It is a worthwhile expense to preserve the beauty of the canyon and limit the amount of vehicular traffic going up and down. I also believe it will be a much more pleasant experience for locals and tourists visiting our mountain resorts. Increased bus service is NOT a long term solution.  
**(32.2.9D)**



**COMMENT #:** 666  
**DATE:** 6/29/21 1:01 PM  
**SOURCE:** Website  
**NAME:** Samuel Mason

---

**COMMENT:**

If you are going to spend money, at least spend it effectively. Gondola for the win **(32.2.9D)**

**COMMENT #:** 667  
**DATE:** 6/29/21 1:02 PM  
**SOURCE:** Website  
**NAME:** Bradly Lenkevich

---

**COMMENT:**

Any new infrastructure going up little cottonwood canyon is just going to destroy the environment. All a gondola is going to do on a busy day is get more people up the canyon. So instead of waiting 1 hour in the lift lines, now we are waiting 2 hours. **(32.2.6.5C)** The wasatch range is a beautiful and small range. The solution to the traffic problem is not stuff as many people as possible up their so the resort can make as much profit as possible. Or so the state can take in as much tax revenue as possible. We need to maintain and regulate the amount of people that are up their. **(32.20B)** Any new idea has to consider all recreational sports for the wasatch range. The ski resorts ARE NOT the most important thing.

**COMMENT #:** 668  
**DATE:** 6/29/21 1:03 PM  
**SOURCE:** Website  
**NAME:** Polly Parkinson

---

**COMMENT:**

I support the gondola plan. I object to the environmental impact of widening the road. Gondolas are also not hampered by bad road conditions or avalanches. **(32.2.9D)**

**COMMENT #:** 669  
**DATE:** 6/29/21 1:03 PM  
**SOURCE:** Website  
**NAME:** JOSEPH CHAVEZ

---

**COMMENT:**

We should have had a bus system in place 10 year's ago the litigation has been a waste of time and money. Why would we have a gondola that only gets used during the ski season. **(32.2.6.5F)**

**COMMENT #:** 670  
**DATE:** 6/29/21 1:03 PM  
**SOURCE:** Website  
**NAME:** Tim Nee

---

**COMMENT:**

The problem is based in the over development of the valley from 7200 south to Provo,I would say to relieve the pressure on the cottonwoods maybe it's Time to build a couple of resorts to the south of Alta and snowbird !(32.2.2V)

**COMMENT #:** 671  
**DATE:** 6/29/21 1:03 PM  
**SOURCE:** Website  
**NAME:** Paul Cutler

---

**COMMENT:**

I like the Gondola option. I think it should be seriously considered. **(32.2.9D)**

**COMMENT #:** 672  
**DATE:** 6/29/21 1:03 PM  
**SOURCE:** Website  
**NAME:** Kylee Tuckfield

---

**COMMENT:**

I noticed the growing issues this past season and think this is a great idea. **(32.29D)**

**COMMENT #:** 673  
**DATE:** 6/29/21 1:03 PM  
**SOURCE:** Website  
**NAME:** David Swan

---

**COMMENT:**

Do not allow a gondola to be placed on our public land, this will be a significant eye sore and will only be used part time. **(32.17A)** Such a destructive solution should not be an option. we as the public should not allow the private interests of the two ski resorts that will surely profit off of the this solution. **(32.2.7A)** they have a biased view on how to handle the traffic situation in the traffic. a bus lane will have the same cost but will not have such a destructive impact on views of the canyon and can not be used in the summer where buses could be to support events in the canyon. **(32.12B and 32.2.6.3C)** and it would be irresponsible for us as a society and those who live in Utah to allow a gondola to be placed in the canyon. we should be preserving the land and the views that we all love so much. this should be strictly be placed on locals and citizens of Utah to vote and make this decision. we should not allow this to become about profits. you as the people who have been tasked to find have a responsibility to listen to the people and think about the over all impact for us and our future. please take in account how this will be perceived in the future, people will be impacted by this for much longer then 30 years this will be something that will be part of the canyon for a very long time. we shouldn't think about this issue in the short term. a gondola make little sense as a solution. **(32.2.9N)**



**COMMENT #:** 674  
**DATE:** 6/29/21 1:04 PM  
**SOURCE:** Website  
**NAME:** Peter Bsumek

---

**COMMENT:**

Favor a rail system as has been proven to be reliable in Europe (32.2.9F)

**COMMENT #:** 675  
**DATE:** 6/29/21 1:04 PM  
**SOURCE:** Website  
**NAME:** Emily Kemker

---

**COMMENT:**

I support the Gondola proposal for environmental reasons and less impact over busses. I would personally use a gondola over driving up the canyon especially on snowy days. **(32.2.9D)**

**COMMENT #:** 676  
**DATE:** 6/29/21 1:04 PM  
**SOURCE:** Website  
**NAME:** Chad Spector

---

**COMMENT:**

Gondola B Alternative seems like the best option here as it has the least environmental impact. **(32.2.9D)** Busses and widening the road up LCC is just too invasive. Visual impact is a silly gripe as the top of the canyon is already littered with lifts. **(32.17A)** My question is why not extend the gondola into BCC and serve all four resorts with one project? The seems like the best option for capturing as many riders as possible while alleviating as much traffic from the roads as possible. **(32.2.2Q)**

**COMMENT #:** 677  
**DATE:** 6/29/21 1:05 PM  
**SOURCE:** Website  
**NAME:** Nathan Baker

---

**COMMENT:**

I'm all for it!!(32.29D)

**COMMENT #:** 678  
**DATE:** 6/29/21 1:05 PM  
**SOURCE:** Website  
**NAME:** Hunter Lyng

---

**COMMENT:**

Canyon safety is at risk with extensive traffic in LCC traveling through avalanche terrain. **(32.1.2)**

We need a more robust mass transit solution, not just a few buses at peak travel times. **(32.29D)**

**COMMENT #:** 679  
**DATE:** 6/29/21 1:06 PM  
**SOURCE:** Website  
**NAME:** Michelle Walker

---

**COMMENT:**

Prefer the gondola option **(32.2.9D)**

**COMMENT #:** 680  
**DATE:** 6/29/21 1:06 PM  
**SOURCE:** Website  
**NAME:** Kellee Hansen

---

**COMMENT:**

Reduce vehicles in the canyon and opt for the gondola option! This is what the people want! **(32.2.9D)**

**COMMENT #:** 681  
**DATE:** 6/29/21 1:07 PM  
**SOURCE:** Website  
**NAME:** Brandon Kummer

---

**COMMENT:**

A gondola system would be great! Ease the burden of parking at the mountain and a safer way to enjoy the sport. Plus less pollution running busses and cars up and down the canyon all day. **(32.2.9D)**



**COMMENT #:** 682  
**DATE:** 6/29/21 1:07 PM  
**SOURCE:** Website  
**NAME:** Amy Rigby

---

**COMMENT:**

Would the gondola cost to ride? I'm sure it would...how would this add in to the expense of season tickets and lift tickets that are so costly. **(32.2.4A)**

**COMMENT #:** 683  
**DATE:** 6/29/21 1:07 PM  
**SOURCE:** Website  
**NAME:** Marsha Olsen

---

**COMMENT:**

It's time that we listen to the experts- to save our city from further pollution, traffic jams, and irate patrons of the hills, let's do it right and make gondolas the solution to the crowded routes to our ski resorts. **(32.2.9D)**

**COMMENT #:** 684  
**DATE:** 6/29/21 1:07 PM  
**SOURCE:** Website  
**NAME:** Matthew Lindon

---

**COMMENT:**

Gondola (32.2.9D)

**COMMENT #:** 685  
**DATE:** 6/29/21 1:07 PM  
**SOURCE:** Website  
**NAME:** Tallya Llewelyn

---

**COMMENT:**

A gondola is preferable to buses ! The buses system will need to be continually expanded. We can use what we have with buses in addition to a gondola for the best outcomes for skiers **(32.2.9D)**

**COMMENT #:** 686  
**DATE:** 6/29/21 1:08 PM  
**SOURCE:** Website  
**NAME:** CRAIG WHITE

---

**COMMENT:**

I support the gondola. (32.2.9D)

**COMMENT #:** 687  
**DATE:** 6/29/21 1:08 PM  
**SOURCE:** Website  
**NAME:** Steven Wetherell

---

**COMMENT:**

I agree that the popularity of Little Cotton has made getting to the ski resorts dangerous and at times very frustrating time wise. The Gondola seems like a good long term solution. Traffic needs to be addressed for near term solutions as well. **(32.2.9D)**

**COMMENT #:** 688  
**DATE:** 6/29/21 1:08 PM  
**SOURCE:** Website  
**NAME:** Edward DiRosa

---

**COMMENT:**

I am in 100% support of the gondola solution for Little Cottonwood Canyon. There is so much less environmental impact, and the reliability on snowy days when private vehicles and busses are sliding off the road is unparalleled. In my opinion, this is the only viable long term solution. It is even possible to scale a 3S system such as this upwards of 2000-3000pph. This can be done at a later date by adding more cabins as long as the system is designed for it as well. Not only is it less environmental impact, long term less expensive, and more reliable, but it would also be an attraction on it's own and would greatly help Salt Lake City with a future Olympic bid. People HAVE to ride a bus but they GET to ride a gondola. **(32.2.9D)**

**COMMENT #:** 689  
**DATE:** 6/29/21 1:08 PM  
**SOURCE:** Website  
**NAME:** Ken Brown

---

**COMMENT:**

Yes to the Gondola!!!!!!!!!!!! (32.2.9D)



**COMMENT #:** 690  
**DATE:** 6/29/21 1:08 PM  
**SOURCE:** Website  
**NAME:** Ray Anderson

---

**COMMENT:**

Great plan as long as annual passes are available at a reasonable price and vehicular traffic is still an option for local residents at the mouth of LCC, at least on non-storm midweek days. How about an annual vehicle pass for local residents at some reasonable rate. **(32.2.4A)**

**COMMENT #:** 691  
**DATE:** 6/29/21 1:08 PM  
**SOURCE:** Website  
**NAME:** Allison Powers

---

**COMMENT:**

Clearly a solution to the congestion is in dire need. I support the gondola over any solution which limits cars by increased busing and the horrible idea of expanding the Canyon is absurd. **(32.2.9B and 32.2.9D)** The number of cars trying to get up and down the canyon daily in the winter, backed up for hours and likely spewing massive amounts of carbon into our already polluted region cannot continue. **(32.10A)** A gondola system seems like the most progressive and sustainable option.

**COMMENT #:** 692  
**DATE:** 6/29/21 1:09 PM  
**SOURCE:** Website  
**NAME:** Craig Rosenman

---

**COMMENT:**

I support the gondola, much better way to travel than bus or car. **(32.2.9D)**

**COMMENT #:** 693  
**DATE:** 6/29/21 1:09 PM  
**SOURCE:** Website  
**NAME:** Jacob Levine

---

**COMMENT:**

I think that better bus infrastructure and a dedicated bus lane is a much better option than a gondola. **(32.2.9B)** Buses don't require one single starting place for access, you can start your commute up the canyon at numerous places, so there's more options as capacity demands continue to increase. **(32.2.2I)** I think it's also very important for the solution to offer multiple stops throughout the canyon at different trail heads, etc. **(32.2.6.3C)**

**COMMENT #:** 694  
**DATE:** 6/29/21 1:10 PM  
**SOURCE:** Website  
**NAME:** Brent Lium

---

**COMMENT:**

We need to take the generational approach. The buses are a bandaid solution. The traffic problem is only going to get worse with time. The gondola solution while more expensive initially, wins on every other metric. **(32.2.9D)**

**COMMENT #:** 695  
**DATE:** 6/29/21 1:11 PM  
**SOURCE:** Website  
**NAME:** Maria Di Vita

---

**COMMENT:**

This is horrible! I'm completely against this. This will destroy the beautiful nature of the canyon, **(32.17A and 32.17B)** 100+ bouldering problems for climbers and more. **(32.4A and 32.4B)** Why make it so complicated, instead of creating more parking at the mouth of the canyon and allowing only the use of buses for people to go up the canyon. **(32.2.9A)** The gondola is a way of destroying the canyon just for winter season usage only and for some people to get richer.

**COMMENT #:** 696  
**DATE:** 6/29/21 1:11 PM  
**SOURCE:** Website  
**NAME:** Landon Spencer

---

**COMMENT:**

I'm all for the gondola, please take some pressure off the canyon and put in a gondola (32.2.9D)

**COMMENT #:** 697  
**DATE:** 6/29/21 1:11 PM  
**SOURCE:** Website  
**NAME:** Mike Neumann

---

**COMMENT:**

I support the idea of a gondola to access Little Cottonwood Canyon. **(32.2.9D)**



**COMMENT #:** 698  
**DATE:** 6/29/21 1:11 PM  
**SOURCE:** Website  
**NAME:** Carrie Cooper

---

**COMMENT:**

I chose Salt Lake City because of the proximity of good bouldering to the city. The most iconic problems in little cottonwood canyon are located in roadside climbing areas. These are Utah's natural gems. Why are we spending so much money, demolishing our natural playground for the benefit of two companies. The alternatives presented here are beyond heart breaking. Where are your priorities?  
**(32.4A and 32.4B)**

**COMMENT #:** 699  
**DATE:** 6/29/21 1:12 PM  
**SOURCE:** Website  
**NAME:** Colton Heuple

---

**COMMENT:**

As the earth is continuing to wither away by human expansion and development we cannot widen the road further causing more damage and harm to our local environment and ecosystem. Having the gondola will reduce emissions and also create less traffic going up and down the mountain on a daily basis. **(32.2.9D)**

**COMMENT #:** 700  
**DATE:** 6/29/21 1:12 PM  
**SOURCE:** Website  
**NAME:** Shane Doyle

---

**COMMENT:**

I refuse to ride the bus. You put in a gondola, I may or may not ride it based on parking at the gondola, and time to get from my car to the slopes and a highly reduced fee for locker rental. **(32.2.3A)** I'm not wearing ski boots till I'm ready to ski. Need someplace to secure personal items. **(32.2.3A)** What I would prefer is to keep the parking lot the same size it is now, but first come, first serve, and when the lot is full, the resort closes to anyone else for the day. Crowding on the slopes creates a hazard and you are way over crowded.

**COMMENT #:** 701  
**DATE:** 6/29/21 1:13 PM  
**SOURCE:** Website  
**NAME:** Matthew Wright

---

**COMMENT:**

I believe we should preserve the integrity of the canyon by limiting cars. I support increased busses and a gondola **(32.2.9A and 32.2.9D)**

**COMMENT #:** 702  
**DATE:** 6/29/21 1:13 PM  
**SOURCE:** Website  
**NAME:** Jim Bass

---

**COMMENT:**

A long term solution to the transportation challenges and impacts created by bus and car vehicles in Little Cottonwood Canyon needs to be addressed sooner rather than later. Such solution needs to address environmental impact (ie carbon emissions **(32.10A)**), safety (avalanche danger; icy conditions leading to car accidents and (tragically) sliding off the road), parking in the canyon, and convenience (LENGTHY car traffic lines and waiting in traffic on Powder days). The Gondola proposal addresses all four of these issues extremely well. In addition, the Gondola is visionary and forward-thinking. Gondola transport through mountains has been a reliable, tried-and-true means of transport throughout European alpine countries for many decades. It is uplifting, as the people transported can, with safety, enjoy looking out at spectacular Nature views. Most significantly, disabled people have the opportunity to experience Nature in a much more personal and meaningful way. Just imagine what that experience can mean for a lifetime for a person for whom the visual experience is unique, rare, and transformative. **(32.2.9D)**

**COMMENT #:** 703  
**DATE:** 6/29/21 1:13 PM  
**SOURCE:** Website  
**NAME:** Maria Groves

---

**COMMENT:**

I support the gondola **(32.2.9D)**

**COMMENT #:** 704  
**DATE:** 6/29/21 1:13 PM  
**SOURCE:** Website  
**NAME:** Jay Vestal

---

**COMMENT:**

I support the gondola option. **(32.2.9D)**

**COMMENT #:** 705  
**DATE:** 6/29/21 1:14 PM  
**SOURCE:** Website  
**NAME:** Todd Hess

---

**COMMENT:**

I support the gondola, however, I feel 1800 spots at the La Caille location is too small. It should make it about double that. I want people to use it, make parking available. **(32.2.6.5J and 32.2.9D)**



**COMMENT #:** 706  
**DATE:** 6/29/21 1:15 PM  
**SOURCE:** Website  
**NAME:** Cody Hopkinson

---

**COMMENT:**

I support the Gondola in LCC **(32.2.9D)**

**COMMENT #:** 707  
**DATE:** 6/29/21 1:15 PM  
**SOURCE:** Website  
**NAME:** Aurora Goodman

---

**COMMENT:**

Gondola! Gondola! It's the best option for both short and long term values. I want my grandchildren to enjoy Little Cottonwood Canyon as I have. Our outdoor resources \*are\* what makes Utah so great. We are the stewards and guardians of our outdoor greatness. \*WE\* are responsible for making the gondola happen. Other mountain/ski states don't have the proximity to wilderness that the Wasatch Front has. [The one percent are moving here for a reason.] Little Cottonwood Canyon is our backyard (not 2-3 hours drive like Colorado and California). The canyon use will only grow. Now is the time to make the right choice. UDOT saw the future with TRAX and we are better for it. The gondola is the only choice. I am passionate about this project and have been a life long (40+ years) resident of the Cottonwood Heights/Sandy area. **(32.2.9D)**

**COMMENT #:** 708  
**DATE:** 6/29/21 1:15 PM  
**SOURCE:** Website  
**NAME:** Meredith Ackerson

---

**COMMENT:**

NO GONDOLA. (32.2.9E) the bus system is wildly successful and very used and doesn't disrupt the integrity of the views from all around the Wasatch. The gondola wouldn't just affect snowbird and traffic, but also affect all backcountry users and the wilderness that we get to see and experience here. I strongly oppose the gondola.

**COMMENT #:** 709  
**DATE:** 6/29/21 1:15 PM  
**SOURCE:** Website  
**NAME:** Marilyn Oakey

---

**COMMENT:**

My vote for Little/Big Cottonwood Canyon is GONDOLA. (32.2.9D)

**COMMENT #:** 710  
**DATE:** 6/29/21 1:15 PM  
**SOURCE:** Website  
**NAME:** Josh Gray

---

**COMMENT:**

Please choose the gondola! Thanks **(32.2.9D)**

**COMMENT #:** 711  
**DATE:** 6/29/21 1:15 PM  
**SOURCE:** Website  
**NAME:** Jared Waters

---

**COMMENT:**

I'm all for the gondola! What a smart move! **(32.2.9D)**

**COMMENT #:** 712  
**DATE:** 6/29/21 1:15 PM  
**SOURCE:** Website  
**NAME:** Pahoran DaSilva

---

**COMMENT:**

As an 18 year local resident and snowboarder at Snowbird, the traffic in that canyon is unbearable! The bus lane is not going to make it better. I haven't take the bus up for over a decade and probably will never take it again. The gondola is a more practical and long-term solution to this issue. Please go with the gondola option! **(32.2.9D)**

**COMMENT #:** 713  
**DATE:** 6/29/21 1:16 PM  
**SOURCE:** Website  
**NAME:** David Paulsen

---

**COMMENT:**

Build the gondola **(32.2.9D)**



**COMMENT #:** 714  
**DATE:** 6/29/21 1:16 PM  
**SOURCE:** Website  
**NAME:** Zach Vepel

---

**COMMENT:**

I appreciate UDOT exploring better options for decreasing the number of vehicles going up the canyon during peak times. I want the environmental impact to be minimized besides the number of vehicles. I prefer the gondola option as that also could be a safer option during inclement weather that impacts traffic. The gondola is also something that may be more attractive for riders enjoying their travel compared to the busses that get stuffy and cramped. I assume the gondola view would be a better experience for tourism and showcasing Utah's beautiful nature. I do wonder if the gondolas could provide transportation when avalanches block traffic or threaten roadways up and down the canyon. **(32.2.9D and 32.2.6.5H)**

**COMMENT #:** 715  
**DATE:** 6/29/21 1:17 PM  
**SOURCE:** Website  
**NAME:** David Paulsen

---

**COMMENT:**

Build the gondola **(32.2.9D)**

**COMMENT #:** 716  
**DATE:** 6/29/21 1:19 PM  
**SOURCE:** Website  
**NAME:** James Cooke

---

**COMMENT:**

Gondola option sounds like the best choice. (32.2.9D)

**COMMENT #:** 717  
**DATE:** 6/29/21 1:19 PM  
**SOURCE:** Website  
**NAME:** Sadie Slikker

---

**COMMENT:**

Little Cottonwood needs a gondola. Not only will it help reduce traffic (which is greatly needed) it can also be a huge boost to the economy and is more environmentally friendly. Buses are underutilized anyway. **(32.2.9D)**

**COMMENT #:** 718  
**DATE:** 6/29/21 1:19 PM  
**SOURCE:** Website  
**NAME:** Jeffrey Jayne

---

**COMMENT:**

Super expensive waste! Finish adding the middle lane for 2-way traffic up in the mornings and 2-way traffic down in the afternoon. **(32.2.2D or 32.2.2P)**

**COMMENT #:** 719  
**DATE:** 6/29/21 1:19 PM  
**SOURCE:** Website  
**NAME:** Kevin Cote

---

**COMMENT:**

I would lean more towards the gondola as the preferred method of transporting skiers and outdoor enthusiasts. **(32.2.9D)**

**COMMENT #:** 720  
**DATE:** 6/29/21 1:22 PM  
**SOURCE:** Website  
**NAME:** Richard Hixson

---

**COMMENT:**

The gondola option is in the long term, a much better solution. **(32.2.9D)** Our largest environmental issue in the Salt Lake Valley is air pollution, especially in winter. **(32.10A)** More vehicles, even busses, just doesn't make sense. Also with the number of avalanches that close the road in season, a gondola is a better solution.

**COMMENT #:** 721  
**DATE:** 6/29/21 1:22 PM  
**SOURCE:** Website  
**NAME:** BAUNA PARKER

---

**COMMENT:**

Gondola is a great option! Do it. **(32.2.9D)**



**COMMENT #:** 722  
**DATE:** 6/29/21 1:22 PM  
**SOURCE:** Website  
**NAME:** Sean Meegan

---

**COMMENT:**

Please Choi's gondola. It's beautiful. And fast. And reliable. And requires no additional pavement. And we already know no one uses the busses. **(32.2.9D)**

**COMMENT #:** 723  
**DATE:** 6/29/21 1:22 PM  
**SOURCE:** Website  
**NAME:** Michelle Lambert

---

**COMMENT:**

Gondola please! (32.2.9D)

**COMMENT #:** 724  
**DATE:** 6/29/21 1:22 PM  
**SOURCE:** Website  
**NAME:** Kyler Roush

---

**COMMENT:**

I 100% support the gondola. Construction techniques for lift building has a minimal foot print compared to the utter destruction adding a 3rd lane and snow shelters would cause and substantial impacts to water quality. Gondola all the way **(32.2.9D)**

**COMMENT #:** 725  
**DATE:** 6/29/21 1:22 PM  
**SOURCE:** Website  
**NAME:** Peter Smith

---

**COMMENT:**

I highly recommend the Gondola Alternative B which will reduce traffic & accidents in Little Cottonwood Canyon and be the most environmental friendly option. The Gondola will be a game changer for accessing Snowbird & Alta. **(32.2.9D)**

**COMMENT #:** 726  
**DATE:** 6/29/21 1:23 PM  
**SOURCE:** Website  
**NAME:** Lisa Lewis

---

**COMMENT:**

Gondola best option for road construction and closures. Parking must be adequate! Parking at bus stops and bus capacity is not enough currently. **(32.2.9D)**

**COMMENT #:** 727  
**DATE:** 6/29/21 1:24 PM  
**SOURCE:** Website  
**NAME:** William Kuentzel

---

**COMMENT:**

Gondola. Gondola. Just be sure there is sufficient parking at the base! **(32.2.9D)**

**COMMENT #:** 728  
**DATE:** 6/29/21 1:24 PM  
**SOURCE:** Website  
**NAME:** David Sabo

---

**COMMENT:**

Gondola is the best solution. **(32.2.9D)**

**COMMENT #:** 729  
**DATE:** 6/29/21 1:24 PM  
**SOURCE:** Website  
**NAME:** Charles Beall

---

**COMMENT:**

I can no longer use bus service because the bus does not stop at the mouth of the canyon. I would definitely use this gondola, especially if rides on it are included in my season pass (**32.2.9D and 32.2.4A**)



**COMMENT #:** 730  
**DATE:** 6/29/21 1:24 PM  
**SOURCE:** Website  
**NAME:** Stephen Garrett

---

**COMMENT:**

Should have been done many many many years ago !!!!!!!!!!! (32.29D)

**COMMENT #:** 731  
**DATE:** 6/29/21 1:24 PM  
**SOURCE:** Website  
**NAME:** kevin haigis

---

**COMMENT:**

100% support This. Have been coming to Utah for years from Maryland and have seen the snow conditions first hand from an avalanche as well as the traffic get worse year to year as more people discover the amazing snow of Utah. Please build **(32.29D)**  
This!

**COMMENT #:** 732  
**DATE:** 6/29/21 1:25 PM  
**SOURCE:** Website  
**NAME:** Laura Hadley

---

**COMMENT:**

I am in support of the gondola option. The big investment makes the most sense in the long run and positions us as leader of finding ways to manage wild lands with a rapidly growing population interested in accessing a place we all love. **(32.2.9D)**

**COMMENT #:** 733  
**DATE:** 6/29/21 1:25 PM  
**SOURCE:** Website  
**NAME:** Don Ocain

---

**COMMENT:**

Do this, it's the way to go for the future of the canyon **(32.29D)**

**COMMENT #:** 734  
**DATE:** 6/29/21 1:25 PM  
**SOURCE:** Website  
**NAME:** Scott Kirschner

---

**COMMENT:**

Full Support of the gondola proposal, it will help alleviate a tremendous amount of traffic, reduce risk of driving through the dangerous snowy canyon, reduce pollution and support economic growth both up and down canyon. Get it Built as soon as possible! **(32.2.9D and 32.2.7C)**

**COMMENT #:** 735  
**DATE:** 6/29/21 1:25 PM  
**SOURCE:** Website  
**NAME:** Stephen Warner

---

**COMMENT:**

I am in favor of the gondola solution in Little Cottonwood Canyon. It makes sense given the road is the most dangerous of any ski resort in the world as far as avalanches are concerned. **(32.2.9D)**

**COMMENT #:** 736  
**DATE:** 6/29/21 1:25 PM  
**SOURCE:** Website  
**NAME:** Jordan Mildner

---

**COMMENT:**

Do a gondola! (32.2.9D)

**COMMENT #:** 737  
**DATE:** 6/29/21 1:26 PM  
**SOURCE:** Website  
**NAME:** Kevin L Bills

---

**COMMENT:**

Please get this plan approved. save our canyons. (32.29D)



**COMMENT #:** 738  
**DATE:** 6/29/21 1:26 PM  
**SOURCE:** Website  
**NAME:** Brad Greenberg

---

**COMMENT:**

Could an avalanche take out the tower ? Not trying to be in one of those bad boys if anything slides  
(32.2.6.5K)

**COMMENT #:** 739  
**DATE:** 6/29/21 1:26 PM  
**SOURCE:** Website  
**NAME:** Coralyn Smith

---

**COMMENT:**

This is a great idea for safety and the canyon environment. **(32.29D)**

**COMMENT #:** 740  
**DATE:** 6/29/21 1:26 PM  
**SOURCE:** Website  
**NAME:** Danny Mangum

---

**COMMENT:**

Gondola is a great option **(32.2.9D)**

**COMMENT #:** 741  
**DATE:** 6/29/21 1:27 PM  
**SOURCE:** Website  
**NAME:** Kent Diebolt

---

**COMMENT:**

I have been following the process of determining what to do about traffic on SR 210 for many years. It seems to me that the only option available that addresses most of the relevant issues is installation of a tram system. Chief among the advantages are the ability to continue operating the tram when ground conditions do not permit surface transportation of any sort. My vote is for a gondola solution. **(32.2.9D)**

**COMMENT #:** 742  
**DATE:** 6/29/21 1:27 PM  
**SOURCE:** Website  
**NAME:** Paul Ewing

---

**COMMENT:**

Please approve the gondola for LCC. **(32.2.9D)**

**COMMENT #:** 743  
**DATE:** 6/29/21 1:27 PM  
**SOURCE:** Website  
**NAME:** Joshua Hammett

---

**COMMENT:**

I do not need more human created monstrosity's in the sky line. **(32.17A)** These project always take twice as long and over budget. I do not want to see tax dollars be spent for one dollar of this project. **(32.2.7A)** Snowbird is already too crowded. I foresee this just adding to the over traffic and snowbird/Alta asking for more and more resources. Make a parking lot that can sustain visors down the canyon with more busses. **(32.2.9A)**

**COMMENT #:** 744  
**DATE:** 6/29/21 1:28 PM  
**SOURCE:** Website  
**NAME:** Ty Jones

---

**COMMENT:**

I want this! I don't care what it does for my taxes. I will pay for it! **(32.2.7A)** This will be incredibly useful for the valley and it's ecological impact as it continues to grow. Please add infrastructure to get to the gondola that is bike friendly! Dedicated bike paths (not painted lines) would be incredible for allowing access to the mountains without owning a car. That's the main reason I still have one! **(32.2.6.5M)**

**COMMENT #:** 745  
**DATE:** 6/29/21 1:28 PM  
**SOURCE:** Website  
**NAME:** David Eller

---

**COMMENT:**

Is snowbird going to pay for this gondola or the UT taxpayer? **(32.2.7A)** I can't get behind anything that makes their business better on our dime. Since the gondola stops at only Alta and Snowbird, it seems like a direct investment in their business and therefore should be paid for by them. Just them. They can raise money from their customers. I could get behind a bus project, toll, limiting occupancy at resorts or cancellation of the public lands lease to Alta or Solitude to reduce congestion.



**COMMENT #:** 746  
**DATE:** 6/29/21 1:29 PM  
**SOURCE:** Website  
**NAME:** Austin Frick

---

**COMMENT:**

I think this Gondola is the best option **(32.2.9D)**

**COMMENT #:** 747  
**DATE:** 6/29/21 1:29 PM  
**SOURCE:** Website  
**NAME:** Ressa Gagat

---

**COMMENT:**

My vote is for the gondola. This is the only sustainable option that will alleviate traffic congestion for all future generations. Salt Lake is on an upward trajectory for growth, traffic will only get worse in the future. This is the only option that will be able to withstand this population growth as well as not affecting the environment of this special and beautiful canyon. **(32.2.9D)**

**COMMENT #:** 748  
**DATE:** 6/29/21 1:29 PM  
**SOURCE:** Website  
**NAME:** Daniel Donaldson

---

**COMMENT:**

Please continue out of the box thinking and choose the Gondola B alternative. The benefits of avoiding traffic and avalanches lane makes it the best option. **(32.2.9D)**

**COMMENT #:** 749  
**DATE:** 6/29/21 1:29 PM  
**SOURCE:** Website  
**NAME:** Judith Klinger

---

**COMMENT:**

Adding more buses or making the road wider does not solve the traffic problem. Its an expensive band-aid that pushes the problem around but does not alleviate the traffic and the associated pollution.

For multiple reasons, the viable most viable option is the gondola: **(32.2.9D)**

- 1) Traffic alleviation - less cars on the road
- 2) Pollution: less pollution from cars/buses
- 3) Avalanche: less chance of gondola closures due to avalanches
- 4) More predictable arrivals and departures
- 5) Snowbird will be seen as a leader in climate change mitigation and could influence other ski areas to adopt innovative traffic solutions.

**COMMENT #:** 750  
**DATE:** 6/29/21 1:30 PM  
**SOURCE:** Website  
**NAME:** Levi Blackstone

---

**COMMENT:**

I support the gondola option because it works even in bad weather or canyon road closures. **(32.2.9D)**

**COMMENT #:** 751  
**DATE:** 6/29/21 1:30 PM  
**SOURCE:** Website  
**NAME:** Brett Digwood

---

**COMMENT:**

I support the enhanced bus lines. My opinion is that the Gondola will only support the resorts. Not the greater good of the community. **(32.2.9A and 32.2.7A)**

**COMMENT #:** 752  
**DATE:** 6/29/21 1:30 PM  
**SOURCE:** Website  
**NAME:** Hilary Arens

---

**COMMENT:**

I support the Gondola plus La Caile transportation solution. Thank you. (32.2.9D)

**COMMENT #:** 753  
**DATE:** 6/29/21 1:30 PM  
**SOURCE:** Website  
**NAME:** Wesley Keating

---

**COMMENT:**

The gondola is an amazing idea! Less pollution and a super convenient way to get up the canyon!  
**(32.2.9D)**



**COMMENT #:** 754  
**DATE:** 6/29/21 1:30 PM  
**SOURCE:** Website  
**NAME:** Igor Birioukov

---

**COMMENT:**

I support The Gondola **(32.2.9D)**

**COMMENT #:** 755  
**DATE:** 6/29/21 1:30 PM  
**SOURCE:** Website  
**NAME:** Sabrena Suite-Mangum

---

**COMMENT:**

The best option is the gondola **(32.2.9D)**

**COMMENT #:** 756  
**DATE:** 6/29/21 1:30 PM  
**SOURCE:** Website  
**NAME:** Justin Braun

---

**COMMENT:**

NO NEED TO GIVE A DISNEYLAND RIDE TO SNOWBIRD AND ALTA FOR 10 BIG SNOW DAYS PER YEAR. SAVE LCC. SAVE GRANITE COMMUNITY. NO COMMERCIALIZATION AT THE MOUTH OF THE CANYON. NO TRAM TO BENEFIT MILLIONAIRE OWNERS OF SKI RESOTS. **(32.2.9G)**

**COMMENT #:** 757  
**DATE:** 6/29/21 1:31 PM  
**SOURCE:** Website  
**NAME:** GIANNI JORDAN SCUNCIO

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**COMMENT:**

I support this fully (32.29D)

**COMMENT #:** 758  
**DATE:** 6/29/21 1:31 PM  
**SOURCE:** Website  
**NAME:** Eric Lyman

---

**COMMENT:**

I am very much in favor of the gondola option! I have been skiing at Alta and Snowbird for 55 years so my perspective is different than others. I believe the bus option is a short sighted option which may alleviate the immediate traffic problem in the canyon but 10 years from now we will be right back to where we are now. **(32.2.9D)**

**COMMENT #:** 759  
**DATE:** 6/29/21 1:31 PM  
**SOURCE:** Website  
**NAME:** James Santangelo

---

**COMMENT:**

Do it! (32.29D)

**COMMENT #:** 760  
**DATE:** 6/29/21 1:32 PM  
**SOURCE:** Website  
**NAME:** Brian Cain

---

**COMMENT:**

Fewer emissions, less disruption to the road, avoiding Avy shutdowns, more businesses at the mouth of the canyon, this seems like a win, win, win, win..... **(32.29D)**

**COMMENT #:** 761  
**DATE:** 6/29/21 1:32 PM  
**SOURCE:** Website  
**NAME:** nate shipp

---

**COMMENT:**

This is a fantastic idea. I would only add a requirement that the Forest Service and the two resorts work together to add 15 more lifts and open up an additional 50,000 acres to lift serviced terrain. **(32.29D)**



**COMMENT #:** 762  
**DATE:** 6/29/21 1:32 PM  
**SOURCE:** Website  
**NAME:** Scott Crist

---

**COMMENT:**

I support the gondola project since additional bus routes will increase our carbon footprint. **(32.2.9D and 32.10A)** Another option could be an underground metro similar to the one in DC. **(32.2.2C)** However, I am not sure of the environmental implications. Both resorts get skied off pretty quickly, but at least this will alleviate from the 4 hour drives after a big storm similar to the one I experiences this past year which is my eyes was priceless knowing the goods we got to ski. Good luck!

**COMMENT #:** 763  
**DATE:** 6/29/21 1:33 PM  
**SOURCE:** Website  
**NAME:** Jake Macfarlane

---

**COMMENT:**

YES LET'S MAKE IT HAPPEN! I think with how our future looks with pollution and decreased snowfall along with warmer winters this is the only option to preserve our ski seasons as long as we can! **(32.29D)**

**COMMENT #:** 764  
**DATE:** 6/29/21 1:33 PM  
**SOURCE:** Website  
**NAME:** Mara Adams

---

**COMMENT:**

I have lived in the area since 1979 and seen lots of growing pains. I also have skied all over the west and found that bussing seem to work great. I actually take the bus regularly in Park City because it comes every 15 minutes or so. Jackson has a system that manages as many skiers as we have, so does Park City. I prefer busses for the flexibility and because we could decentralize parking. **(32.2.2I)** I have waited hours in gondola lines (like the one at the Canyons Park City resort). **(32.2.6.5C)** They don't have the ability to ramp up capacity for high demand hours the way buses could. The single point makes for more traffic jams with people needing to drive FROM the gondola. A gondola will create the same traffic problems, just relocated to the points where it picks up and drops off. **(32.2.6.5E)**

Frequent busses make it easy to get around and could easily be adjusted. Buses could also adapt the destination. There are several place where people come from and several places where people want to go- there are trails from the mouth to the top that cars are always overfilling parking lots. Busing would give everyone access. **(32.2.2I)** The way a gondola gives a boon to one location (like LaCaille, and wherever the proposed stop is) will benefit a very few already wealthy people in our community, while buses depots could be spread around and be a common solution to Big Cottonwood as well. It seems silly to be discussing a solution that only helps 1/2 of SLC's skier traffic. **(32.2.2I)**

I would love to see buses get priority over cars when the canyon opens. It would be incentive enough to ride a bus for most skiers. As long as busses are frequent and don't make the long drive into every snowbird location! (When I'm going to Alta, the bus is not an option because the snowbird stops at 30 minutes to the ride.) **(32.2.6.3A)**

A drive through Sandy shows that Highland and 9400 is DYING!! Two big box stores empty with more closing down the road (on 1300 and 8600). They are becoming neighborhood dumps. We need to support our already developed areas instead of just continuing development of already scarce open space.

Conclusion: Busing is better because it can be adapted for frequency based on loads and adapt to where people want to come from and where they want to go. A gondola just moves the traffic problems to its point to point stops. And anyone who has experienced the line while we wait for the canyon to open will know that this traffic jam will just build around Wasatch. It's a non solution.

**COMMENT #:** 765  
**DATE:** 6/29/21 1:34 PM  
**SOURCE:** Website  
**NAME:** GIANNI JORDAN SCUNCIO

---

**COMMENT:**

I do not support this crazy idea of yours **(32.29D)**

**COMMENT #:** 766  
**DATE:** 6/29/21 1:34 PM  
**SOURCE:** Website  
**NAME:** McKenna Gunderson

---

**COMMENT:**

I do not support the gondola option whatsoever. **(32.2.9E)** The people of Utah do not need to have a Gondola to support tourists coming in. There are many safe ways to travel up the canyon and especially now with covid being in our rearview. The buses need to run more frequently and run longer throughout the season. Also, there needs to be more parking for bus users. **(32.2.9A)** Or, how about a ride share app? Ruining the beautiful canyon with a gondola would be devastating to the community and to the landscape. **(32.17A)** Land over profits people.. clearly the resorts are in it for the latter and its not ok.

**COMMENT #:** 767  
**DATE:** 6/29/21 1:34 PM  
**SOURCE:** Website  
**NAME:** Morgan Bolin

---

**COMMENT:**

Please consider the gondola! This is the BEST option to preserve the beautiful canyon that we love so dearly. Let's keep our environment clean, safe, protect our wildlife, and provide a sustainable solution for all. **(32.2.9D)**

**COMMENT #:** 768  
**DATE:** 6/29/21 1:35 PM  
**SOURCE:** Website  
**NAME:** Marquet Call

---

**COMMENT:**

Option B: Gondola (32.2.9D)

**COMMENT #:** 769  
**DATE:** 6/29/21 1:35 PM  
**SOURCE:** Website  
**NAME:** Derek Droeger

---

**COMMENT:**

Gondola is the only sustainable option **(32.2.9D)**



**COMMENT #:** 770  
**DATE:** 6/29/21 1:36 PM  
**SOURCE:** Website  
**NAME:** Cheryl Altman

---

**COMMENT:**

People will still take a car up LCC. For me, that is a 20 minute drive, which is much better than bothering with the gondola. **(32.2.4A)** I am opposed to the expense and disruption of a gondola. Put ample electric busses on the UTA routes, and it will solve the problem at much less expense!  
**(32.2.6.3F)**

**COMMENT #:** 771  
**DATE:** 6/29/21 1:37 PM  
**SOURCE:** Website  
**NAME:** Kathleen Juhlin

---

**COMMENT:**

The gondola makes the most sense and will keep people moving in a way that impacts our beautiful canyon less than road travel. **(32.2.9D)**

**COMMENT #:** 772  
**DATE:** 6/29/21 1:37 PM  
**SOURCE:** Website  
**NAME:** Jason Struhs

---

**COMMENT:**

I absolutely love the idea of having more parking at the base of the mountain and a gondola leading up. Would allow easier access more people getting dropped off instead of driving all the way up **(32.2.9D)**

**COMMENT #:** 773  
**DATE:** 6/29/21 1:38 PM  
**SOURCE:** Website  
**NAME:** Adam Diamond

---

**COMMENT:**

Best option so far! (32.29D)

**COMMENT #:** 774  
**DATE:** 6/29/21 1:38 PM  
**SOURCE:** Website  
**NAME:** Bridger Nielson

---

**COMMENT:**

Expanding the LCC road in the already tight watershed is not forward thinking and would be environmentally disastrous. **(32.12A)** Gondola ALL THE WAY **(32.2.9D)**

**COMMENT #:** 775  
**DATE:** 6/29/21 1:38 PM  
**SOURCE:** Website  
**NAME:** Rochelle VanTil

---

**COMMENT:**

Excellent- it's time to move forward with this gondola. There will always be opposition but I hope this will not deter you what really allows accessibility to one of the most beautiful canyons in the world.  
**(32.2.9D)**

**COMMENT #:** 776  
**DATE:** 6/29/21 1:38 PM  
**SOURCE:** Website  
**NAME:** Brice Coffey

---

**COMMENT:**

Gondola option seems like a viable long term solution that decreases the reliance on vehicles of any kind (and additional road ways) as well as a 'destination attraction' that just generally looks beautiful and gives great views **(32.2.9D and 32.17A)**

**COMMENT #:** 777  
**DATE:** 6/29/21 1:39 PM  
**SOURCE:** Website  
**NAME:** Julia Wylie

---

**COMMENT:**

The Gondola is SAFE & RELIABLE, SUSTAINABLE, LONG-TERM solution, IMPROVED ACCESS, COST-EFFECTIVE and not to mention would provide amazing views year round for those otherwise unable to see above the existing road. I fully support the Gondola option. **(32.2.9D)**



**COMMENT #:** 778  
**DATE:** 6/29/21 1:39 PM  
**SOURCE:** Website  
**NAME:** Nicole Ginley-Hidinger

---

**COMMENT:**

Hello-

I am writing in support of the extra bus system and against the idea of a Gondola. **(32.2.9A)** The gondola services only the ski resorts and is solely beneficial to Alta and Snowbird, where as buses can service the full canyon and can be more flexible. i.e. dropping off people at popular hiking trails during the summer, shuttling people to and from Oktoberfest, and even picking up backcountry skiers who need a lift to their cars. **(32.2.6.3C)**

I truly believe that the funds for this project would best service all of Ski City, and the environmental efforts, if they were used to build larger parking areas/structures at the base of each canyon. This would allow people to catch the bus easier and carpool easier. **(32.2.6.2.1C)**

This may not be feasible, but if tax payer dollars are being used for this project, I believe that the tax payers should have priority in the canyon. I.e. along with tire checks, you ask folks to show their Utah IDs or season passes. Utahns have the most experience driving this on-of-a-kind canyon road, and those staying up at Alta/Snowbird should have no real need for a car, as everything for the perfect ski vacation is found within the base area. **(32.2.4A)**

Thank you for your time and consideration in reading my opinion.

Sincerely,  
Nicole

**COMMENT #:** 779  
**DATE:** 6/29/21 1:40 PM  
**SOURCE:** Website  
**NAME:** Lori Khodadad

---

**COMMENT:**

I am in full support of the gondola option. **(32.2.9D)** The canyon traffic is out of control. This should help the environment. Will it be included in a Snowbird or Alta season pass like the bus is currently?  
**(32.2.4A)**

**COMMENT #:** 780  
**DATE:** 6/29/21 1:40 PM  
**SOURCE:** Website  
**NAME:** Robert Richins

---

**COMMENT:**

I'm in favor of the gondola **(32.2.9D)**

**COMMENT #:** 781  
**DATE:** 6/29/21 1:40 PM  
**SOURCE:** Website  
**NAME:** Adel Abdallah

---

**COMMENT:**

I support this amazing effort. (32.29D)

**COMMENT #:** 782  
**DATE:** 6/29/21 1:41 PM  
**SOURCE:** Website  
**NAME:** Perry Hall

---

**COMMENT:**

Hello,

My name is Perry Hall and I am a soon to be 12 year pass holder in Little Cottonwood Canyon. On top of this I am the Utah Chapter Chair for Backcountry Hunters and Anglers, a 501c3 public land access group dedicated to protecting public lands, waters, and wildlife. I wanted to comment on the proposal for the LCC transportation project. I am in support of added bus lane and transit center (Alternate A). I believe this will be the biggest benefit to the canyon and have some deep running concerns over the gondola project. **(32.2.9B)**

My staunch opposition to the Gondola stems from the following.

- a. This is a publicly funded project that solely benefits private businesses. From the land at the base where the La Caille center will be built, to Alta and Snowbird, there is ZERO net positive financially to the public sector, and the gondola does not serve to decrease traffic year round nor does it allow for stops at public trailheads. I understand that private vehicles will still be allowed to enter the canyon. **(32.2.7A)**
- b. Eyesore. The wasatch is a small range. We struggle with increased population growth and tourism (a massive benefit for us) however, a gondola does not have a place running the length of LCC. The bus system will be less obtrusive visually. **(32.17A)**
- c. Capacity/time. 1000 ppl/hr out of a private lot, with, potentially, limited operating hours will impact skier days/visitation/overall satisfaction of the lcc experience. I'd much rather drive, sit in my car for 2 hours in Alta's lot (as I did a LOT this past season) than I would to stand in line for the bus, ride the bus, stand in line for the gondola, ride a 40 minute gondola to finally be able to get in a lift line. **(32.2.4A)**
- d. Financial burden-the land where the center is built is private, I can only believe that there will be paid parking only at the La Caille transit center, pay to ride the gondola, etc. **(32.2.6B and 32.2.4A)**  
This only adds to the already skyrocketing cost of skiing for the average family.  
Please, prevent this from getting railroaded through by private companies and focus on public transportation alternatives that will be a better solution.  
Thank you.

**COMMENT #:** 783  
**DATE:** 6/29/21 1:41 PM  
**SOURCE:** Website  
**NAME:** Marcela Smid

---

**COMMENT:**

Very supportive of gondola option to limit vehicles in the canyon **(32.2.9D)**

**COMMENT #:** 784  
**DATE:** 6/29/21 1:41 PM  
**SOURCE:** Website  
**NAME:** Brock LeBaron

---

**COMMENT:**

I support the enhanced bus option because. **(32.2.9A)** 1 - it's less expensive and can be built incrementally. 2 - serves more than just to draw points. **(32.2.6.3C)** 3 - doesn't disrupt the view shed of the canyon. **(32.2.9A)**

**COMMENT #:** 785  
**DATE:** 6/29/21 1:41 PM  
**SOURCE:** Website  
**NAME:** Kyle Uhlig

---

**COMMENT:**

Boring Tunnel Co tunnels would be better! Bring in Elon Musk. **(32.2.2C)** That or wider/ bus only lanes and avalanche tunnels. **(32.2.9B)**



**COMMENT #:** 786  
**DATE:** 6/29/21 1:41 PM  
**SOURCE:** Website  
**NAME:** Jared Peters

---

**COMMENT:**

In favor of the gondola plan. it would be the best option to alleviate traffic and reduce emissions  
**(32.2.9D)**

**COMMENT #:** 787  
**DATE:** 6/29/21 1:41 PM  
**SOURCE:** Website  
**NAME:** John Turner

---

**COMMENT:**

I think the Gondola is the best idea for the canyon and the people (32.2.9D)

**COMMENT #:** 788  
**DATE:** 6/29/21 1:42 PM  
**SOURCE:** Website  
**NAME:** Lindsay Jones

---

**COMMENT:**

We are owners at iron blosam during the month of june. Although we wouldn't necessarily use this due to the amount of supplies we bring, it is a brilliant solution. We often have friends visit to enjoy LCC with us, and this would be great. **(32.29D)**

**COMMENT #:** 789  
**DATE:** 6/29/21 1:43 PM  
**SOURCE:** Website  
**NAME:** Jeff Albucher

---

**COMMENT:**

After over 25 years of being an owner at Snowbird it is obvious that the GONDOLA B solution is the way to go. I fully support this, as it is clearly the best option environmentally. GO TEAM GONDOLA!!  
**(32.2.9D)**

**COMMENT #:** 790  
**DATE:** 6/29/21 1:44 PM  
**SOURCE:** Website  
**NAME:** Spencer Holmes

---

**COMMENT:**

Why are the taxpayers covering the cost of this? **(32.2.7A)** Private businesses or tolls should be paying the whole bill for this. I don't see the added tax revenue/economic benefit even coming close to the cost of this. This benefits wealthy individuals that ski - a small subset of the population. A large part of the beneficiaries of this project won't even be native to Utah. Tolls or privatization. **(32.2.4A)**

**COMMENT #:** 791  
**DATE:** 6/29/21 1:44 PM  
**SOURCE:** Website  
**NAME:** Michael Liebow

---

**COMMENT:**

Two thumbs up. Wonderful idea to enable access and reduce carbon. **(32.10A)** Definitely needed.

**COMMENT #:** 792  
**DATE:** 6/29/21 1:44 PM  
**SOURCE:** Website  
**NAME:** Benton Call

---

**COMMENT:**

I feel the gondola is a far better solution. Unaffected by avalanche danger, avoids serious road changes, cleaner in the long run, and would be far more unique and beautiful than adding busses.  
**(32.2.9D)**

**COMMENT #:** 793  
**DATE:** 6/29/21 1:44 PM  
**SOURCE:** Website  
**NAME:** Cannon Holbrook

---

**COMMENT:**

I support the Gondola. **(32.2.9D)**



**COMMENT #:** 794  
**DATE:** 6/29/21 1:45 PM  
**SOURCE:** Website  
**NAME:** Brad Clements

---

**COMMENT:**

I am opposed to UDOT's participation in the proposed gondola system for Little Cottonwood Canyon. **(32.2.9E)** The gondola would primarily benefit 2 businesses. If these businesses want more customers than the road can accommodate, let them pay for their own private gondola system. **(32.2.7A)** UDOT funds should be used for projects that benefit a much broader populations of Utahns.

**COMMENT #:** 795  
**DATE:** 6/29/21 1:45 PM  
**SOURCE:** Website  
**NAME:** George H Hooper

---

**COMMENT:**

I support the gondola project **(32.2.9D)**

**COMMENT #:** 796  
**DATE:** 6/29/21 1:45 PM  
**SOURCE:** Website  
**NAME:** Perri Ebert

---

**COMMENT:**

I vote for the Gondola option **(32.2.9D)**

**COMMENT #:** 797  
**DATE:** 6/29/21 1:45 PM  
**SOURCE:** Website  
**NAME:** Dana Memmott

---

**COMMENT:**

I'm all for reducing our carbon footprint. **(32.10A)** Our ski seasons are being shortened drastically already **(32.2.2E)**

**COMMENT #:** 798  
**DATE:** 6/29/21 1:46 PM  
**SOURCE:** Website  
**NAME:** Chadwick Willie

---

**COMMENT:**

The gondola is the best option. Busses create congestion, smog **(32.10A)** and depend on avalanche and road conditions. They are also very slow and not as fun as riding a gondola! A gondola will bring more tourism and profits all year long **(32.2.9D)**

**COMMENT #:** 799  
**DATE:** 6/29/21 1:47 PM  
**SOURCE:** Website  
**NAME:** Reese Harman

---

**COMMENT:**

The gondola is better long term solution. **(32.2.9D)** Especially helping reduce carbon emissions from cars while also allowing many people to get up the canyon. **(32.10A)**

**COMMENT #:** 800  
**DATE:** 6/29/21 1:47 PM  
**SOURCE:** Website  
**NAME:** Jeff Jerabek

---

**COMMENT:**

I support the gondola alternative **(32.2.9D)**

**COMMENT #:** 801  
**DATE:** 6/29/21 1:47 PM  
**SOURCE:** Website  
**NAME:** Brad Porter

---

**COMMENT:**

I am 100% in favor of the Gondola option for Little Cottonwood canyon. It feels like the visual impact is less than the other environmental impacts. **(32.2.9D and 32.17A)**



**COMMENT #:** 802  
**DATE:** 6/29/21 1:49 PM  
**SOURCE:** Website  
**NAME:** Tate Moyer

---

**COMMENT:**

Thank you for this alternative to cars and busses ! (32.29D)

**COMMENT #:** 803  
**DATE:** 6/29/21 1:49 PM  
**SOURCE:** Website  
**NAME:** Jerry Moos

---

**COMMENT:**

I like & support the concept. Not sure how this will be paid for and what the operating cost will be, however? **(32.2.7A and 32.2.7C)**

**COMMENT #:** 804  
**DATE:** 6/29/21 1:49 PM  
**SOURCE:** Website  
**NAME:** Rudolph Baron

---

**COMMENT:**

Please choose the GONDOLA option. **(32.2.9D)**  
Thank you.

**COMMENT #:** 805  
**DATE:** 6/29/21 1:49 PM  
**SOURCE:** Website  
**NAME:** Mike Dugery

---

**COMMENT:**

Hi, I am in favor of the Gondola option for Little Cottonwood Canyon as it has the lowest environmental impact, will be more reliable in the winter and has a similar total cost of operation over the long term. I am please to see Salt Lake City being so forward thinking about quality of life and the environmental impact **(32.2.9D)**

**COMMENT #:** 806  
**DATE:** 6/29/21 1:50 PM  
**SOURCE:** Website  
**NAME:** Dawn Stevens

---

**COMMENT:**

Please, Please, Please, consider the option of a long term resolution to an ever increasing population problem. Buses are are short term fix. **(32.29D)**

**COMMENT #:** 807  
**DATE:** 6/29/21 1:50 PM  
**SOURCE:** Website  
**NAME:** Jonathan Lewis

---

**COMMENT:**

Go with the gondola **(32.2.9D)**

**COMMENT #:** 808  
**DATE:** 6/29/21 1:50 PM  
**SOURCE:** Website  
**NAME:** Lauren Hughes

---

**COMMENT:**

The gondola would provide space for people to safely enjoy the canyon all winter season. It would help reduce the impact of the many vehicles on the road, and keep our tireless road workers safe during really dangerous weather conditions. The gondola would also provide more access to the canyon, providing a better quicker option than the bus which can take up to an hour to wait for sometimes.  
**(32.2.9D)**

**COMMENT #:** 809  
**DATE:** 6/29/21 1:50 PM  
**SOURCE:** Website  
**NAME:** Calvin Neilsen

---

**COMMENT:**

Let's try something new this time. The gondola provides access in ways that haven't been available before. An expanded busing system is more of the same. Me and my family who have all lived and skied in Utah for generations are all in overwhelming support for the proposed gondola option up little cottonwood canyon. **(32.2.9D)**



**COMMENT #:** 810  
**DATE:** 6/29/21 1:51 PM  
**SOURCE:** Website  
**NAME:** Andrea Burt

---

**COMMENT:**

Gondola please. Most reliable, long live expectancy. **(32.2.9D)**

**COMMENT #:** 811  
**DATE:** 6/29/21 1:51 PM  
**SOURCE:** Website  
**NAME:** Anna Bennion

---

**COMMENT:**

Voicing support for a gondola in Little Cottonwood Canyon! Let's keep the Wasatch front wild and beautiful! (32.2.9D)

**COMMENT #:** 812  
**DATE:** 6/29/21 1:51 PM  
**SOURCE:** Website  
**NAME:** Stacey Hansen

---

**COMMENT:**

This past winter I started skiing with my kids and everything went smoothly except for the drive up the canyon. We only went to Snowbird 10 times but we got stuck up there for 3 hours one night while they did avalanche control. Another afternoon I was scared to death driving down the canyon because of the snowy conditions. One of the mornings it took us 2.5 hours to drive up to the resort. If you are a skier and you are taking your kids up the canyon it is really challenging. The gondola would ease the stress and make the whole experience so much more enjoyable. Not to mention the benefits we all would receive from lower carbon admissions. **(32.10A)** Adding a bus lane will not solve the aforementioned problems. In fact it may even make them worse. Please, please, please seriously consider the gondola option. Long term it makes so much more sense. Let's help not only the locals but visitors from around the world to SKI UTAH! **(32.2.9D)**

**COMMENT #:** 813  
**DATE:** 6/29/21 1:51 PM  
**SOURCE:** Website  
**NAME:** William Bliss

---

**COMMENT:**

Been traveling from the east coast to ski Alta/Snowbird my whole life. This would be a game changer for these mountains. Lodging is incredibly limited on the mountains and very expensive. This would allow so many more people to access the mountain with ease without having to worry about getting locked out of the pass. Not to mention the views would be amazing. Need to make this happen!  
**(32.2.9D)**

**COMMENT #:** 814  
**DATE:** 6/29/21 1:51 PM  
**SOURCE:** Website  
**NAME:** Ronald Renz

---

**COMMENT:**

Sounds like the Gondola is a great idea. **(32.2.9D)**

If there enough parking at the La Caille base to accommodate both Snowbird and Alta Skiers?

I assume the road will still be open for people staying at The lodges. Too much stuff to take up on a Gondola **(32.2.4A)**

**COMMENT #:** 815  
**DATE:** 6/29/21 1:52 PM  
**SOURCE:** Website  
**NAME:** Christine Lapointe

---

**COMMENT:**

I think a gondola system makes the most sense for LCC (32.2.9D)

**COMMENT #:** 816  
**DATE:** 6/29/21 1:53 PM  
**SOURCE:** Website  
**NAME:** Sadee Burton

---

**COMMENT:**

As a life-long LCC and snowbird-goer I would be in favor of the gondola option **(32.2.9D)**

**COMMENT #:** 817  
**DATE:** 6/29/21 1:53 PM  
**SOURCE:** Website  
**NAME:** Nicolas Pace

---

**COMMENT:**

Please make this gondola happen!!!! (32.2.9D)



**COMMENT #:** 818  
**DATE:** 6/29/21 1:54 PM  
**SOURCE:** Website  
**NAME:** Mike Garner

---

**COMMENT:**

I support the proposed gondola system to transport skiers/boarders up the canyon. Adding another lane for bus traffic just puts more dirty diesel exhaust in the canyon air. **(32.2.9D and 32.10A)**

**COMMENT #:** 819  
**DATE:** 6/29/21 1:54 PM  
**SOURCE:** Website  
**NAME:** Nick Weeden

---

**COMMENT:**

Gondola would be great! No more busses! (32.2.9D)

**COMMENT #:** 820  
**DATE:** 6/29/21 1:54 PM  
**SOURCE:** Website  
**NAME:** Brooke Green

---

**COMMENT:**

I support the gondola option **(32.2.9D)**

**COMMENT #:** 821  
**DATE:** 6/29/21 1:54 PM  
**SOURCE:** Website  
**NAME:** Christopher Bond

---

**COMMENT:**

UDOT, first off, thank you for your hard, neutral evaluation of different options (on a touchy subject). Despite the flashy looks of the Gondola option, as a resident of Sandy and long-time user of Little Cottonwood Canyon, I write to support the bus + expanded lane (and service) option. **(32.2.9B)** Let's create a solution that is FASTER, less intrusive to the canyon (a road is already there), and not a publicly funded way for the resorts to advertise and attract more tourists. **(32.2.7A)** What happens when the Gondola is not running? How will the base infrastructure be built while minimizing canyon impact? **(32.17A)** What about backcountry skiers and lower canyon users? **(32.2.6.3C and 32.2.6.5C)** Why should my tax dollars be used to subsidize resort transportation options? **(32.2.7A)** For all of these, and many other reasons, the expanded road is the best solution (pending a review of how invasive the snowsheds will be). The gondola sounds sexy, but as a slower and more intrusive option, it needs to be shelved. Expand the road, make ACTUALLY useful bus service, and lets move forward into a more sustainable future.

-Christopher Bond

**COMMENT #:** 822  
**DATE:** 6/29/21 1:55 PM  
**SOURCE:** Website  
**NAME:** Wendy Williams

---

**COMMENT:**

For the gondola! (32.2.9D)

**COMMENT #:** 823  
**DATE:** 6/29/21 1:55 PM  
**SOURCE:** Website  
**NAME:** Joni Moss

---

**COMMENT:**

Support (32.29D)

**COMMENT #:** 824  
**DATE:** 6/29/21 1:56 PM  
**SOURCE:** Website  
**NAME:** Jimmy Briggs

---

**COMMENT:**

LCC is my favorite local skiing destination. I commute from Utah County and have made the trip north on multiple occasions to only be frustrated by canyon closures and impossible traffic. I whole heartedly support this proposal, but I do have a question about the volume it would move up the canyon. Would there be long waits, similar to sitting in the car to get up the canyon? **(32.29D or 32.2.6.5C)**

**COMMENT #:** 825  
**DATE:** 6/29/21 1:56 PM  
**SOURCE:** Website  
**NAME:** Adam Santiago

---

**COMMENT:**

Please do the Gondola to reduce damage to the beautiful landscape and to reduce carbon emissions.  
(32.2.9D, 32.17A, and 32.10A)



**COMMENT #:** 826  
**DATE:** 6/29/21 1:57 PM  
**SOURCE:** Website  
**NAME:** Shane Petersen

---

**COMMENT:**

Gondola option for LCC **(32.2.9D)**

**COMMENT #:** 827  
**DATE:** 6/29/21 1:58 PM  
**SOURCE:** Website  
**NAME:** Brandon Hilton

---

**COMMENT:**

A gondola would be my preference. thank you. **(32.2.9D)**

**COMMENT #:** 828  
**DATE:** 6/29/21 1:59 PM  
**SOURCE:** Website  
**NAME:** Bryan Fisher

---

**COMMENT:**

I support the proposed gondola solution. (32.2.9D)

**COMMENT #:** 829  
**DATE:** 6/29/21 1:59 PM  
**SOURCE:** Website  
**NAME:** Cherie Major

---

**COMMENT:**

Gondola please (32.2.9D)

**COMMENT #:** 830  
**DATE:** 6/29/21 2:00 PM  
**SOURCE:** Website  
**NAME:** Jon Stones

---

**COMMENT:**

Let's go! (32.29D)

**COMMENT #:** 831  
**DATE:** 6/29/21 2:00 PM  
**SOURCE:** Website  
**NAME:** Mark Davenport

---

**COMMENT:**

In reviewing the final two proposals, I have three comments:

1. The gondola would only service canyon users going to Alta or Snowbird resorts. In both winter and summer seasons, there is increasing congestion at many trailheads below these resorts (White Pine, Lisa Falls, Gate Buttness, etc.), so has UDOT accounted for how well the gondola would or would not serve this large group of users? **(32.2.6.5G)**
2. To what extent does UDOT estimate that the completed gondola would remove private vehicles from the LCC road? Is it plausible that a gondola might ferry visitors with rental cars while not impacting the large volume of local drivers on the road itself? **(32.7C and 32.2.4A)**
3. Does the faster completion date of the bus option weigh on the final selection? I would suggest that it should. **(32.2.7C)**

**COMMENT #:** 832  
**DATE:** 6/29/21 2:00 PM  
**SOURCE:** Website  
**NAME:** Joseph Daily

---

**COMMENT:**

Gondola is my preferred solution **(32.2.9D)**

**COMMENT #:** 833  
**DATE:** 6/29/21 2:01 PM  
**SOURCE:** Website  
**NAME:** Ron Steckler

---

**COMMENT:**

Sounds like the monorail or gondola would be the best option please don't destroy any more trees  
xcetera **(32.2.2I and 32.2.9D)**



**COMMENT #:** 834  
**DATE:** 6/29/21 2:01 PM  
**SOURCE:** Website  
**NAME:** Michael Moody

---

**COMMENT:**

Please consider the long term impact of each decision and go with the gondola **(32.2.9D)**

**COMMENT #:** 835  
**DATE:** 6/29/21 2:02 PM  
**SOURCE:** Website  
**NAME:** Aidan Stotesbery

---

**COMMENT:**

As an employee of Snowbird, I'd love to see the gondola project pursued. **(32.2.9D)**

**COMMENT #:** 836  
**DATE:** 6/29/21 2:02 PM  
**SOURCE:** Website  
**NAME:** JOHN PRINCE

---

**COMMENT:**

Fantastic idea. Between emissions, traffic, safety, etc. this is a fantastic idea. Assuming it's feasible and cost-effective. **(32.29D)**

**COMMENT #:** 837  
**DATE:** 6/29/21 2:02 PM  
**SOURCE:** Website  
**NAME:** Barry Bea

---

**COMMENT:**

Has a funicular system been studied? They use them quite frequently in Europe.  
I'm not sure how this system would compare to a gondola. **(32.2.2U)**

**COMMENT #:** 838  
**DATE:** 6/29/21 2:02 PM  
**SOURCE:** Website  
**NAME:** Lou Ann Thomas

---

**COMMENT:**

I support the gondola option offered by Snowbird. Not only will it avoid more paving, emissions and drastic permanent changes in the canyon required by the expanded bus proposal, but the gondola will provide a more reliable long-term solution. **(32.2.9D)**

**COMMENT #:** 839  
**DATE:** 6/29/21 2:02 PM  
**SOURCE:** Website  
**NAME:** Christopher Mason

---

**COMMENT:**

I have been visiting and working in LCC for over 30 years. I support the Gondola proposal. I don't think we need more buses or pavement in such a beautiful place. Thank you **(32.2.9D)**

**COMMENT #:** 840  
**DATE:** 6/29/21 2:03 PM  
**SOURCE:** Website  
**NAME:** Tom McConnon

---

**COMMENT:**

I'm strongly in favor of the gondola solution for LCC. **(32.2.9D)**

**COMMENT #:** 841  
**DATE:** 6/29/21 2:06 PM  
**SOURCE:** Website  
**NAME:** Kelsey Thompson

---

**COMMENT:**

I am wholeheartedly in favor of the Gondola ? **(32.2.9D)**



**COMMENT #:** 842  
**DATE:** 6/29/21 2:06 PM  
**SOURCE:** Website  
**NAME:** Emily Speirs

---

**COMMENT:**

Please either build the gondola and/or provide reliable park and ride lots for bussing. **(32.2.9D)**

**COMMENT #:** 843  
**DATE:** 6/29/21 2:06 PM  
**SOURCE:** Website  
**NAME:** Robert Anthony

---

**COMMENT:**

I would like and enjoy a gondola too reduce traffic in little cottonwood canyon thanks **(32.2.9D)**

**COMMENT #:** 844  
**DATE:** 6/29/21 2:08 PM  
**SOURCE:** Website  
**NAME:** Shelli Hill

---

**COMMENT:**

I am in full support (32.29D)

**COMMENT #:** 845  
**DATE:** 6/29/21 2:08 PM  
**SOURCE:** Website  
**NAME:** M A

---

**COMMENT:**

I support the gondola **(32.2.9D)**

**COMMENT #:** 846  
**DATE:** 6/29/21 2:08 PM  
**SOURCE:** Website  
**NAME:** Carter Olsen

---

**COMMENT:**

I'm in favor of putting up a gondola to access little cottonwood canyon. In my view the benefits of the gondola far outweigh the benefits of increased bussing & road expansion. We're living in a time of unprecedented environmental changes, and the gondola would be a step in the right direction to address those concerns. Also, it would obviously help lower congestion in the canyon, and it's the safest option to do so. My hope is that our society will start transitioning away from vehicles that have carbon emissions. **(32.10A)** The gondola will give people the opportunity to access the canyon in a more safe, and eco friendly manner. Little cottonwood canyon is a treasure to be guarded - I've lived in Utah my whole life (I'm 30) and I don't want to see our amazing, unique, rare, and beautiful wilderness squandered. **(32.2.9D)**

**COMMENT #:** 847  
**DATE:** 6/29/21 2:09 PM  
**SOURCE:** Website  
**NAME:** John Young

---

**COMMENT:**

I am in full support. Should have been done 10 years ago. GREAT PLAN. (32.29D)

**COMMENT #:** 848  
**DATE:** 6/29/21 2:09 PM  
**SOURCE:** Website  
**NAME:** Amanda Romualdo

---

**COMMENT:**

I prefer the gondola option. **(32.2.9D)**

**COMMENT #:** 849  
**DATE:** 6/29/21 2:09 PM  
**SOURCE:** Website  
**NAME:** Valentina Rojas

---

**COMMENT:**

I think the LCC gondola is a great way to ensure the future use of the canyon. Let's be an example to other outdoor locations worldwide! **(32.2.9D)**



**COMMENT #:** 850  
**DATE:** 6/29/21 2:09 PM  
**SOURCE:** Website  
**NAME:** Aaron Boyce

---

**COMMENT:**

Gondola is the way to go. It'll help with emissions, eventually pay for itself, and will attract more interest (32.2.9D).

**COMMENT #:** 851  
**DATE:** 6/29/21 2:09 PM  
**SOURCE:** Website  
**NAME:** Alvin Clemens

---

**COMMENT:**

what time is the proposed opening **(32.2.7C)**

**COMMENT #:** 852  
**DATE:** 6/29/21 2:10 PM  
**SOURCE:** Website  
**NAME:** Dan Sawatzke

---

**COMMENT:**

I support the LCC Gondola! **(32.2.9D)**

**COMMENT #:** 853  
**DATE:** 6/29/21 2:10 PM  
**SOURCE:** Website  
**NAME:** Mark Nischalke

---

**COMMENT:**

I am in support of the proposed Little Cottonwood Canyon gondola project to reduce the traffic in the canyon and preserve our natural resources. **(32.2.9D)** Although public transportation is currently available during the season, many people still do not use it. Any project for traffic management for LCC must also include incentives to use it, such as a vehicle usage fee during peak periods. **(32.2.4A)**

**COMMENT #:** 854  
**DATE:** 6/29/21 2:10 PM  
**SOURCE:** Website  
**NAME:** Brooks Sherman

---

**COMMENT:**

Gondola makes more sense. Can still make it up with avalanche danger. Less cars on the road polluting. More appeal to ride than a bus. You could make money on scenic trip year-round **(32.2.9D)**

**COMMENT #:** 855  
**DATE:** 6/29/21 2:11 PM  
**SOURCE:** Website  
**NAME:** Luke Bennink

---

**COMMENT:**

I am fully in support of the gondola project for improved traffic access to LCC **(32.2.9D)**

**COMMENT #:** 856  
**DATE:** 6/29/21 2:11 PM  
**SOURCE:** Website  
**NAME:** Elijah Carr

---

**COMMENT:**

Please go with the gondola as the most environmentally friendly option! This will impact for decades to come! **(32.2.9D)**

**COMMENT #:** 857  
**DATE:** 6/29/21 2:11 PM  
**SOURCE:** Website  
**NAME:** Kathlene Walton Walton

---

**COMMENT:**

I would prefer the building of a Gondola to transport people up the canyons. **(32.2.9D)**



**COMMENT #:** 858  
**DATE:** 6/29/21 2:12 PM  
**SOURCE:** Website  
**NAME:** James Frisby

---

**COMMENT:**

A gondola would save time, gas money, and be way safer for people traveling up the canyon and safer for the environment **(32.2.9D)**

**COMMENT #:** 859  
**DATE:** 6/29/21 2:13 PM  
**SOURCE:** Website  
**NAME:** Anthony Englert

---

**COMMENT:**

I much prefer and support the gondola option to reduce the environmental impact of additional roads, buses and traffic in Little Cottonwood Canyon. This is a strategic investment in our future and will help preserve and protect Utah's natural beauty. **(32.2.9D)**

**COMMENT #:** 860  
**DATE:** 6/29/21 2:13 PM  
**SOURCE:** Website  
**NAME:** Eleasha Durr

---

**COMMENT:**

I support the gondola to preserve little cottonwood canyon. (32.2.9D)

**COMMENT #:** 861  
**DATE:** 6/29/21 2:14 PM  
**SOURCE:** Website  
**NAME:** Alex Friedman

---

**COMMENT:**

I am for the gondola!! Better for the planet and nature and more reliable. **(32.2.9D)**

**COMMENT #:** 862  
**DATE:** 6/29/21 2:14 PM  
**SOURCE:** Website  
**NAME:** Chris Firmage

---

**COMMENT:**

I believe that the creation of a gondola would ruin the beauty that is little cottonwood canyon. People come here to see our amazing landscapes and building a giant gondola in the middle of the canyon what else can we look at besides giant towers and cables. **(32.17A)**

I am also an avid climber in the canyon and any destruction to the boulders near the road would be a terrible cost to the climbers. Climbing may not be money making sport skiing is, but it is growing quickly. Look at the new climbing gyms being created and the people moving here for the outdoors. Those boulders are precious and one of the reasons the outdoor economy grows. By choosing skiers you are alienating the climbers. Listen to us and help us preserve what is in those canyons. That rock is beautiful and deserves to be protected. **(32.4A and 32.4B)** I endorse the bus option if and only if it does not destroy our climbing areas. **(32.4A)**

**COMMENT #:** 863  
**DATE:** 6/29/21 2:15 PM  
**SOURCE:** Website  
**NAME:** David Frank

---

**COMMENT:**

I support (32.29D)

**COMMENT #:** 864  
**DATE:** 6/29/21 2:15 PM  
**SOURCE:** Website  
**NAME:** Baichuan Ling

---

**COMMENT:**

Gondola is more subject to weather. Maybe above ground train or underground metro a better idea?  
(32.2.9F and 32.2.2C)

**COMMENT #:** 865  
**DATE:** 6/29/21 2:16 PM  
**SOURCE:** Website  
**NAME:** Melynda Vincent

---

**COMMENT:**

I would LOVE to see the gondola option! LCC is already a nightmare, but the best place to ride!  
Gondolas all around! **(32.2.9D)**



**COMMENT #:** 866  
**DATE:** 6/29/21 2:16 PM  
**SOURCE:** Website  
**NAME:** Megan Blaney

---

**COMMENT:**

I'm in support of the gondola **(32.2.9D)**

**COMMENT #:** 867  
**DATE:** 6/29/21 2:17 PM  
**SOURCE:** Website  
**NAME:** Cameron Kinney

---

**COMMENT:**

This is hands down the best long-term solution I have seen for little cottonwood. It's better for both traffic and the environment and will look amazing. These are everywhere in Europe and I believe this would hugely help the congestion issues we're seeing. I'm not someone that is typically passionate about these types of projects, but I'm genuinely excited and hopefully for this new gondola. We don't need any more buses or cars going up there, we need this gondola. **(32.2.9D)**

**COMMENT #:** 868  
**DATE:** 6/29/21 2:20 PM  
**SOURCE:** Website  
**NAME:** Lisa Fikar

---

**COMMENT:**

I support the Gondola and the future of Little Cottonwood Canyon! It will improve overall traffic and emissions in the canyon. **(32.2.9D)**

**COMMENT #:** 869  
**DATE:** 6/29/21 2:20 PM  
**SOURCE:** Website  
**NAME:** Ethan Rumbaugh

---

**COMMENT:**

I love the gondola idea! Reduce air pollution **(32.10A)** (much needed in Utah) and traffic, it's fun, and road closures won't equate to no ski/board days. No more 2-3 hour long drives down the canyon. **(32.2.9D)**

**COMMENT #:** 870  
**DATE:** 6/29/21 2:20 PM  
**SOURCE:** Website  
**NAME:** Roy Wesley

---

**COMMENT:**

The plan is admirable for not only reducing the carbon imprint, but canyon car/bus traffic and allowing more efficient travel to the resorts. **(32.29D)**

**COMMENT #:** 871  
**DATE:** 6/29/21 2:20 PM  
**SOURCE:** Website  
**NAME:** Ann BAITY

---

**COMMENT:**

I would fully support the Gondola B alternative would construct a base station near the mouth of Little Cottonwood Canyon (from La Caille) and offer direct service to each destination. **(32.2.9D)**

**COMMENT #:** 872  
**DATE:** 6/29/21 2:22 PM  
**SOURCE:** Website  
**NAME:** Charly Bohlender

---

**COMMENT:**

YES LETS DO IT!!! Get this show on the road. What a fantastic idea!!! (32.29D)

**COMMENT #:** 873  
**DATE:** 6/29/21 2:22 PM  
**SOURCE:** Website  
**NAME:** Richard Shelley

---

**COMMENT:**

I do not support a cog train or gondola. **(32.2.9E and 32.2.9M)**

I may support a electrified bus but have not decided. In the interest of the State of Utah and local business as well as future infrastrure and tax base, It seems investint in the Park City Ski area is a much better use of tax payer funds. The Cottonwood Canyons have a limited use. There is not any housing development of business development And there should not be and I would be opposed if there was. **(32.2.2T)** If ski access is the issue find a way that includes the Canyons by access from Parleys Canyon or Park City. **(32.2.2N)** This seems like funds being thrown to a special few that will be financially rewarded. Same old Same old story



**COMMENT #:** 874  
**DATE:** 6/29/21 2:24 PM  
**SOURCE:** Website  
**NAME:** William Catt

---

**COMMENT:**

I vote for the gondola. The only way I would vote for added busses is if they were all electric powered.  
**(32.2.9D)**

**COMMENT #:** 875  
**DATE:** 6/29/21 2:24 PM  
**SOURCE:** Website  
**NAME:** Cynthia Alberts

---

**COMMENT:**

In support of gondola **(32.2.9D)**

**COMMENT #:** 876  
**DATE:** 6/29/21 2:25 PM  
**SOURCE:** Website  
**NAME:** Alexander Krueger

---

**COMMENT:**

This should be a no brainer. BUILD THE GOND (32.2.9D)

**COMMENT #:** 877  
**DATE:** 6/29/21 2:25 PM  
**SOURCE:** Website  
**NAME:** Morgan Ferros

---

**COMMENT:**

Please consider the gondola to preserve the beautiful and unique LCC while reducing emissions in Salt Lake where pollution and smog is a growing concern **(32.2.9D and 32.10A)**

**COMMENT #:** 878  
**DATE:** 6/29/21 2:25 PM  
**SOURCE:** Website  
**NAME:** Michael Strachan

---

**COMMENT:**

Seems like a good solution to a growing problem. A problem that is getting worse not only just in LCC but for all Utah Ski areas. For this canyon in particular, the resistance to Avalanches and the longevity are a big plus. Keep cars out, enjoy a scenic gondola ride rather than staring at tail lights and cursing the people in front of you. Seems like a no brainer to me. **(32.2.9D)**

**COMMENT #:** 879  
**DATE:** 6/29/21 2:26 PM  
**SOURCE:** Website  
**NAME:** John Tonielli

---

**COMMENT:**

We've been coming to Snowbird for over 25 years now and think the Gondola is the best solution  
**(32.2.9D)**

**COMMENT #:** 880  
**DATE:** 6/29/21 2:27 PM  
**SOURCE:** Website  
**NAME:** Casey Warren

---

**COMMENT:**

I love LCC. I grew up on the slopes of Snowbird as my father started working their in 1971 as an assistant ski school director. I have in recent years been reluctant to go to LCC, Snowbird and Alta due to the traffic. I would love to see this idea come to pass to give some relief to the canyon not just for traffic but also for environmental concerns. **(32.29D)**

**COMMENT #:** 881  
**DATE:** 6/29/21 2:27 PM  
**SOURCE:** Website  
**NAME:** Nick Molby

---

**COMMENT:**

Support the gondola!!! (32.2.9D)



**COMMENT #:** 882  
**DATE:** 6/29/21 2:27 PM  
**SOURCE:** Website  
**NAME:** Dennis Pagan

---

**COMMENT:**

I feel a gondola is the best, and cleanest solution **(32.2.9D)**

**COMMENT #:** 883  
**DATE:** 6/29/21 2:27 PM  
**SOURCE:** Website  
**NAME:** Jelissa Tucker

---

**COMMENT:**

No to the gondola! It will attract more people, take away from the natural beauty of the canyon, and gator to tourists instead of locals who have being using the canyon for decades. **(32.2.9E and 32.17A)**  
Don't do the gondola! It will also push more traffic to BCC because people who don't have a lot of time will choose to drive up that canyon creating the same issue for both canyons. **(32.20D)**

**COMMENT #:** 884  
**DATE:** 6/29/21 2:28 PM  
**SOURCE:** Website  
**NAME:** Nicholas Dier

---

**COMMENT:**

Gondola is the only option that makes sense here. I've been riding the bus up in recent years to do my part in reducing traffic, but many people I know don't like using busses in general. In order for any bus option to work, privately owned vehicles would need to be severely limited. This still doesn't solve congestion issues with avalanches though, or reduce accidents and emissions. Please do the responsible thing for years to come and go with the gondola **(32.2.9D)**

**COMMENT #:** 885  
**DATE:** 6/29/21 2:28 PM  
**SOURCE:** Website  
**NAME:** Robert Waal

---

**COMMENT:**

Gondola is better than buses, but it is not the optimum solution. This is a cog railway train. Better capacity, more versatile, and you have this amazing opportunity to turn Alta and maybe even snowbird into car less villages. The long term benefits are the best with the train alternative. Need proof, just see the many mountain villages already accessible by train in the Alps. This is why they are so charming, and are villages are not. Get rid of the car - Little Cottonwood is screaming for this! Train has the best benefits and most versatile by far, and you could expand down into Sandy and Salt Lake City to existing transit and neighborhoods. Trains less likely to breakdown. Stop thinking about short term cost and start thinking about long term benefits. America needs to start thinking this way. FYI, I have been skiing the Alps and Utah for forty years. **(32.2.9F)**

**COMMENT #:** 886  
**DATE:** 6/29/21 2:28 PM  
**SOURCE:** Website  
**NAME:** Josh Smith

---

**COMMENT:**

I am in support of the gondola option to help protect LCC in a sustainable manner. Busses and cars still have their place for mountain travel and access, but the gondola should be prioritized and incentivized. Incentives for the public to choose it over driving to Alta & Snowbird could increase adoption, especially when it first comes online. What about “resort” cars designated for passengers staying multiple days at Alta or Snowbird so they can bring their bags w/them? If not enough riders to fill a “resort” car, day use riders fill it instead. **(32.2.9D)**

**COMMENT #:** 887  
**DATE:** 6/29/21 2:28 PM  
**SOURCE:** Website  
**NAME:** Nicholas Chachas

---

**COMMENT:**

Yes to the Gondola (32.2.9D)

**COMMENT #:** 888  
**DATE:** 6/29/21 2:29 PM  
**SOURCE:** Website  
**NAME:** Robert Seolas

---

**COMMENT:**

Gondola option please!! No more busses. **(32.2.9D)**

**COMMENT #:** 889  
**DATE:** 6/29/21 2:29 PM  
**SOURCE:** Website  
**NAME:** Steve Mayer

---

**COMMENT:**

Dick Bass originally had a mono rail going up, he saw the issues and we are taking steps now to fix the traffic. LOVE the Gondola idea. Add's Euro flavor to our canyon. **(32.2.9D)**



**COMMENT #:** 890  
**DATE:** 6/29/21 2:30 PM  
**SOURCE:** Website  
**NAME:** Christopher Cage

---

**COMMENT:**

Yes!!!!!! (32.29D)

**COMMENT #:** 891  
**DATE:** 6/29/21 2:30 PM  
**SOURCE:** Website  
**NAME:** Eva Gisseman

---

**COMMENT:**

The Gondola is by far the better long-term option. Please seriously consider this. **(32.2.9D)**

**COMMENT #:** 892  
**DATE:** 6/29/21 2:31 PM  
**SOURCE:** Website  
**NAME:** Michael Wardrop

---

**COMMENT:**

I vote for both the Gondola and the dedicated bus lane. **(32.2.9D and 32.2.9B)** I also vote Gondola over the dedicated bus. -Reasoning as an employee, guest traffic has always been a main component of our obstacle of getting to the mountain to serve the guests arriving to the mountain. But I don't know if implementing either of these solutions would eliminate or even lower the guest traffic obstacle unless we were to say guest only traffic is required to take the gondola over employees getting to work to serve. Please consider the scope of this to getting up the mountain and getting down the mountain.

**COMMENT #:** 893  
**DATE:** 6/29/21 2:32 PM  
**SOURCE:** Website  
**NAME:** Rick Wroblewski

---

**COMMENT:**

Please put the gondola in! How much would it cost per ride? And do you think there would be a season pass unlimited ride option? (With locker and parking included at base station! **(32.2.3A)**) Just general questions coming from a long time ski bum of lcc 100 days a year, but im all for it, give me shovel let's break ground! **(32.2.9D)**

**COMMENT #:** 894  
**DATE:** 6/29/21 2:32 PM  
**SOURCE:** Website  
**NAME:** Michael Empey

---

**COMMENT:**

If one were to ask any group of individuals, especially those that would use a facility like Snowbird; "would you rather take the gondola or the bus if the cost and travel time were the same?"; what do you think the majority answer would be? The gondola possesses an inherent cool factor that the bus simply cannot. This effects the perception of the region and therefore my property value and quality of life.  
**(32.2.9D)**

**COMMENT #:** 895  
**DATE:** 6/29/21 2:33 PM  
**SOURCE:** Website  
**NAME:** Eric Scott

---

**COMMENT:**

Hello. My name is Eric Scott and I have been an avid recreational user of both Big and Little Cottonwood Canyons for over 20 years. I recreate in the canyons in a variety of ways (resort ski, backcountry ski, hike, rock climb, bike, etc.) probably 100+ days a year. My main concern regarding a gondola solution is that no one is going to ride it if they don't have to. If driving is still an option, the vast majority of folks will continue to do that (I know I would). **(32.2.4A)** Additionally, the gondola would be a massive eyesore in the canyon **(32.17A)** (electric busses perhaps??). I would support expanded bus service. **(32.2.9A and 32.2.6.3F)** Ideally the bus service would be free to incentivize people to ride it. **(32.2.4A)** We still need road access to the canyons for the many trailheads, but in order to reduce traffic I would also support a toll at the mouth of the canyons (with the caveat that the toll funds only be used to A) pay for the free busses and B) go towards conservation of the canyons). **(32.2.4A)** If there were a toll at the mouth of the canyon, I would also suggest that a discounted yearly "locals" pass be available for purchase for people that frequently access the many trailheads **(32.2.4A)** (I understand that it is simply not feasible for busses to stop at every single trailhead in the canyon). I would also suggest an "EZ pass" type solution for the toll to prevent congestion at the mouth (you could purchase a day pass or season pass online). **(32.2.4A)** As an avid user and someone who loves these canyons dearly, these are my thoughts. Thank you for considering them.

**COMMENT #:** 896  
**DATE:** 6/29/21 2:33 PM  
**SOURCE:** Website  
**NAME:** Suzanne Montgomery

---

**COMMENT:**

To preserve Little Cottonwood Canyon for future generations, I'm in favor of an expanded bus system and a gondola. Thank you. **(32.2.9B and 32.2.9D)**

**COMMENT #:** 897  
**DATE:** 6/29/21 2:33 PM  
**SOURCE:** Website  
**NAME:** Ayden Armstrong

---

**COMMENT:**

After working at snowbird this past year and going there my entire life, something needs to be done for sure. The gondola is a much better idea than expanding the road. We should also consider closing uphill traffic from 3:30 to 5:30 or I that area so that everyone can safely leave the canyon and both sides of the roads are utilized. **(32.2.9D)**



**COMMENT #:** 898  
**DATE:** 6/29/21 2:33 PM  
**SOURCE:** Website  
**NAME:** John Rogers

---

**COMMENT:**

There have got to be better solutions than more pavement and more gas guzzling. (32.29D)

**COMMENT #:** 899  
**DATE:** 6/29/21 2:33 PM  
**SOURCE:** Website  
**NAME:** Misti Cain

---

**COMMENT:**

Please consider a gondola as the best option to preserve our natural beauties within our state's canyons in particularly Little Cottonwood canyon. **(32.2.9D)**

**COMMENT #:** 900  
**DATE:** 6/29/21 2:33 PM  
**SOURCE:** Website  
**NAME:** Rachel Marriott

---

**COMMENT:**

I support the gondola! Let's limit traffic and emissions in our beautiful canyon. (32.2.9D)

**COMMENT #:** 901  
**DATE:** 6/29/21 2:33 PM  
**SOURCE:** Website  
**NAME:** Gustavo Bueno

---

**COMMENT:**

Hello, I believe the gondola system would be optimal. **(32.2.9D)** It will be easier to expand parking in the long term in case of increased demand, along with reducing CO2 emissions, **(32.10A)** and reducing congestion on the road for emergency vehicles. This option will provide a low-cost transportation alternative for students, guests, and infrequent snow-sport practitioners. It will provide an accessible location for drop-off and pick-up from ride share services as well. Logistics aside, gondolas are considerably more visually appealing and iconic. A featured new gondola can be a beautiful addition to our picturesque landscapes providing us a new source of marketing products such as pins, stickers, posters, and postcards that can further draw tourism to Utah. Thank you for your time and consideration.

**COMMENT #:** 902  
**DATE:** 6/29/21 2:34 PM  
**SOURCE:** Website  
**NAME:** John Rockwell

---

**COMMENT:**

Gondola ride to the resort would be awesome. Limited parking at Snowbird and the COV bus schedule prevented me from visiting Snowbird last year. Additionally from a tourist perspective, I would love to ride the gondola year round **(32.2.9D)**

**COMMENT #:** 903  
**DATE:** 6/29/21 2:35 PM  
**SOURCE:** Website  
**NAME:** Trevor Gilotti

---

**COMMENT:**

Hi. My family of four is in favor of the gondola option. Very European idea. ,Wish the idea would have been taken seriously 20+ years ago. **(32.2.9D)**

**COMMENT #:** 904  
**DATE:** 6/29/21 2:35 PM  
**SOURCE:** Website  
**NAME:** Bonnie Kofford

---

**COMMENT:**

Please consider preserving Little Cottonwood Canyon by putting in a gondola to reduce the amount of vehicle traffic in the canyon. This would be a better option for the environment as well. **(32.2.9D)**

**COMMENT #:** 905  
**DATE:** 6/29/21 2:35 PM  
**SOURCE:** Website  
**NAME:** Kylie North

---

**COMMENT:**

Absolutely in SUPPORT of gondola option to save little cottonwood canyon and Utah skiing. Transportation solution like a gondola is the safe way into the future. This is the way to sustainably do that busses would be keeping us in the same problem zone (and people don't want to ride busses! ) This is 40+ years in the making. Yes to gondola solution and save our canyons! Connections from/to park city and big cottonwood are also needed and gondola could be part of the solution. Yes! Yes! Gondola! **(32.2.9D)**



**COMMENT #:** 906  
**DATE:** 6/29/21 2:35 PM  
**SOURCE:** Website  
**NAME:** Brian Stillman

---

**COMMENT:**

That's a very strong argument for consideration of the Gondola option. I'm sure that snow depths, piers and structure to support the cars and high winds are being engineered into the design. **(32.2.6.5K)**

**COMMENT #:** 907  
**DATE:** 6/29/21 2:36 PM  
**SOURCE:** Website  
**NAME:** Bruno Oliveira

---

**COMMENT:**

Disregard any negative comments you may see. This gondola, for one reason alone, should be built. Avalanche safety should be a key component of canyon safety and this fixes the issue easily. Please build this. **(32.2.9D)**

**COMMENT #:** 908  
**DATE:** 6/29/21 2:36 PM  
**SOURCE:** Website  
**NAME:** Kirk Forgue

---

**COMMENT:**

I am in favor of the Gondola solution. The bus station proposal can't address this fundamental issue: The best days of skiing are on the worst days for the roads. A gondola would create safe passage on the worst road days. Additional safety benefits would accrue to the avalanche control folks who would have more latitude to do their job without the pressures of having to close the only mode of transportation available. **(32.2.9D)**

**COMMENT #:** 909  
**DATE:** 6/29/21 2:37 PM  
**SOURCE:** Website  
**NAME:** John Bell

---

**COMMENT:**

I support the option of a gondola for addressing transportation within Little Cottonwood Canyon - especially due to its lighter environmental impact compared to expanding roadways. **(32.2.9D)**

**COMMENT #:** 910  
**DATE:** 6/29/21 2:38 PM  
**SOURCE:** Website  
**NAME:** Mike Ball

---

**COMMENT:**

I really hope UDOT approves the gondola in Little Cottonwood Canyon. Not only is it better for the environment, it will allow people to access the canyon in bad weather, avalanches, etc. **(32.2.9D)**

**COMMENT #:** 911  
**DATE:** 6/29/21 2:38 PM  
**SOURCE:** Website  
**NAME:** Robyn Seldin

---

**COMMENT:**

I vote for the gondola **(32.2.9D)**

**COMMENT #:** 912  
**DATE:** 6/29/21 2:39 PM  
**SOURCE:** Website  
**NAME:** Vikki Nelson

---

**COMMENT:**

I live in walking distance of La Caille and my concern is how will you access from Wasatch Blvd. or Little Cottonwood road? **(32.2.6.5E)** The traffic is and auto pollution is bad. I've lived here for 21 years. It appears to worsen each year. Let's do it right. **(32.10A)**  
I'm in favor of the train going up the canyon for a long term solution. **(32.2.9F)**

**COMMENT #:** 913  
**DATE:** 6/29/21 2:40 PM  
**SOURCE:** Website  
**NAME:** Henry Raether

---

**COMMENT:**

No roads! (32.29D)



**COMMENT #:** 914  
**DATE:** 6/29/21 2:40 PM  
**SOURCE:** Website  
**NAME:** Jan O'Neill

---

**COMMENT:**

I prefer Gondola **(32.2.9D)**

**COMMENT #:** 915  
**DATE:** 6/29/21 2:41 PM  
**SOURCE:** Website  
**NAME:** Grant Combs

---

**COMMENT:**

My family and I visit snowbird every year in the winter to ski. Traffic has always been an issue and every year I feel like we are getting up earlier to even have a chance at parking. I think this is a great idea and would love to see it happen **(32.29D)**

**COMMENT #:** 916  
**DATE:** 6/29/21 2:41 PM  
**SOURCE:** Website  
**NAME:** Jonathan Webber

---

**COMMENT:**

Where in the hell are you going to park 5,000 cars for the gondola? Or is the preference for gondola over buses limited to LCC, so we will have hundreds of buses on Wasatch instead of cars? And again, where will you park the 5,000 cars that feed the buses? **(32.2.6.2.1C)**.  
Is Snowbird underwriting this gondola or will it make a stop at SB and continue on to Alta? **(32.2.6.5B)**

**COMMENT #:** 917  
**DATE:** 6/29/21 2:42 PM  
**SOURCE:** Website  
**NAME:** Michael Montero

---

**COMMENT:**

Adding more lanes of traffic is not an environmentally sustainable solution. Please go with the gondola.  
**(32.2.9D)**

**COMMENT #:** 918  
**DATE:** 6/29/21 2:43 PM  
**SOURCE:** Website  
**NAME:** Hank Bates

---

**COMMENT:**

█ it connect to big cottonwood and park city while you're at it. Why not (32.29D). *Reviewers note – the comment contained in appropriate language.*

**COMMENT #:** 919  
**DATE:** 6/29/21 2:43 PM  
**SOURCE:** Website  
**NAME:** Patrick Baum

---

**COMMENT:**

Support LCC gondola **(32.2.9D)**

**COMMENT #:** 920  
**DATE:** 6/29/21 2:44 PM  
**SOURCE:** Website  
**NAME:** Danelle Conti

---

**COMMENT:**

I have lived in sandy for over 30 years I drive on Wasatch Blvd every day to work. I enjoy little cottonwood canyon every weekend. I would utilize the gondola but I would not take a bus up the canyon. I think the gondola would best serve our canyon for years to come **(32.2.9D)**

**COMMENT #:** 921  
**DATE:** 6/29/21 2:44 PM  
**SOURCE:** Website  
**NAME:** Mark Oligschlaeger

---

**COMMENT:**

I'm in favor of the gondola solution. It's the least impactful on the environment and the most likely to be an effective solution. **(32.2.9D)**



**COMMENT #:** 922  
**DATE:** 6/29/21 2:44 PM  
**SOURCE:** Website  
**NAME:** James Gatto

---

**COMMENT:**

Gondola (32.2.9D)

**COMMENT #:** 923  
**DATE:** 6/29/21 2:44 PM  
**SOURCE:** Website  
**NAME:** Samantha Steyl

---

**COMMENT:**

I support the gondola option for LCC! **(32.2.9D)**

**COMMENT #:** 924  
**DATE:** 6/29/21 2:45 PM  
**SOURCE:** Website  
**NAME:** Jacqueline Jablonski

---

**COMMENT:**

As a regular Snowbird and Alta guest, this sounds amazing! My only question is how the lodges would get you up to their hotels if you are staying at them? Would you be able to bring luggage? Would a gondola be reserved for hotel guests? **(32.2.4A)**

**COMMENT #:** 925  
**DATE:** 6/29/21 2:45 PM  
**SOURCE:** Website  
**NAME:** Frank Smith

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**COMMENT:**

As a skier, who skis LCC daily, the solution for LCC needs to be flexible. Only increased bus service can accomplish that. On more than 100 days each season, the travel time up and down LCC is around 10 minutes. On powder days, Saturday's, and when the road is closed, travel time increase significantly. Having 1500 stalls at La Caille will only increase the burden on SR 210. How will the people get to La Caille in order to park and take the gondola, if Wasatch Blvd. is a parking lot from Bengal to the Mouth of LCC? **(32.2.6.5E)**

How will all those people get down the Mountain at the end of each Saturday with the capacity of a gondola **(32 people every 2 Minutes)**? It will take hours for skiers to get down via the gondola.

**(32.2.6.5C)** Will the gondola have to shut down while SR 210 avalanche mitigation is in progress?

Avalanche mitigation also occurs during the day not only in the morning. **(32.2.6.5H)**

The bus option allows flexibility, increased service on weekends and powder days. Busses could also stop at White Pine for Backcountry access in the Winter and Summer. **(32.2.6.3C)** The future of motorized travel is electric, and UTA already tested electric busses up BCC two years ago. Hence, in the future, the busses will have better torque and less maintenance. **(32.2.6.3F)**

Also, expanding Wasatch Blvd. Is not a good solution. Wider roads and increased speed induces demand and UDOT will not be able to build their way out of congestion. **(32.7D and 32.2.6.2.2A)** Using Europe as a template, smaller roads with bike lanes, and low speed limits will make Wasatch Blvd. Less attractive to commuters. Those will then rather use the Highway instead of a 'residential' Wasatch Blvd.

Thanks for taking my comments into consideration.

**COMMENT #:** 926  
**DATE:** 6/29/21 2:45 PM  
**SOURCE:** Website  
**NAME:** Neil McGarry

---

**COMMENT:**

Get to paving and put in extra lanes both up and down the canyon. (32.2.2P)

**COMMENT #:** 927  
**DATE:** 6/29/21 2:45 PM  
**SOURCE:** Website  
**NAME:** Mark Hayward

---

**COMMENT:**

A gondola represent the most logical solution to the congestion and environmental problems facing little cottonwood canyon - and Utah as a whole! **(32.2.9D)**

**COMMENT #:** 928  
**DATE:** 6/29/21 2:45 PM  
**SOURCE:** Website  
**NAME:** Jessica Sturm

---

**COMMENT:**

Absolutely support the gondola. Make it happen. **(32.2.9D)**

**COMMENT #:** 929  
**DATE:** 6/29/21 2:46 PM  
**SOURCE:** Website  
**NAME:** Collin Hintze

---

**COMMENT:**

I do not support the gondola, and I do not believe it will solve the traffic problems in LCC. **(32.2.9E)**

I believe road widening with increased bus service, and avalanche sheds over frequent slide paths is the most appropriate solution. **(32.2.9B)**

A gondola in LCC will ruin the natural beauty the canyon possesses and will slowly encroach on backcountry usage and access to areas outside of resort boundaries. **(32.17A)**



**COMMENT #:** 930  
**DATE:** 6/29/21 2:47 PM  
**SOURCE:** Website  
**NAME:** Andrew Walker

---

**COMMENT:**

Gondola (32.2.9D)

**COMMENT #:** 931  
**DATE:** 6/29/21 2:47 PM  
**SOURCE:** Website  
**NAME:** Jonathan Bowen

---

**COMMENT:**

I think the gondola project for LCC is a great idea and will help preserve the canyon for generations to come. Please go with this option! **(32.2.9D)**

**COMMENT #:** 932  
**DATE:** 6/29/21 2:48 PM  
**SOURCE:** Website  
**NAME:** Brad Moulton

---

**COMMENT:**

I support the gondola **(32.2.9D)**

**COMMENT #:** 933  
**DATE:** 6/29/21 2:48 PM  
**SOURCE:** Website  
**NAME:** Keith Baker

---

**COMMENT:**

Do the lower polluting gondola **(32.2.9D)**

**COMMENT #:** 934  
**DATE:** 6/29/21 2:48 PM  
**SOURCE:** Website  
**NAME:** Dave Ritter

---

**COMMENT:**

I support the Gondola concept **(32.2.9D)**

**COMMENT #:** 935  
**DATE:** 6/29/21 2:48 PM  
**SOURCE:** Website  
**NAME:** Eric Burmester

---

**COMMENT:**

Gondola (32.2.9D)

**COMMENT #:** 936  
**DATE:** 6/29/21 2:48 PM  
**SOURCE:** Website  
**NAME:** Chris Service

---

**COMMENT:**

I feel the summer use of the expanded bus lane gets far too little attention. This would be a great benefit to cyclists and runners during the summer in addition to creating a winter solution. If expanded bus service is combined with snow sheds (which should have been built decades ago like in Europe) we would have a clear winner. **(32.2.9B)**

**COMMENT #:** 937  
**DATE:** 6/29/21 2:48 PM  
**SOURCE:** Website  
**NAME:** Susan Squire

---

**COMMENT:**

I am Not in favor of the gondola up LLC canyon **(32.2.9E)**



**COMMENT #:** 938  
**DATE:** 6/29/21 2:49 PM  
**SOURCE:** Website  
**NAME:** Jeff Burbach

---

**COMMENT:**

I approve (32.29D)

**COMMENT #:** 939  
**DATE:** 6/29/21 2:50 PM  
**SOURCE:** Website  
**NAME:** Beaneyvi Burmester

---

**COMMENT:**

Gondola (32.2.9D)

**COMMENT #:** 940  
**DATE:** 6/29/21 2:51 PM  
**SOURCE:** Website  
**NAME:** David Clayton

---

**COMMENT:**

As a avid skier who frequents Alta and Snowbird, I favor the Gondola option as this will reduce the environmental impact to the canyon while making the parking at the mouth of the canyon a more palatable option rather than taking stinky diesel buses that can be snarled by traffic up and down the canyon while also being susceptible to avalanches. Assuming the Gondola towers are placed in good spots, it should allow for ingress and egress of passengers despite avalanches. **(32.2.9D)**

**COMMENT #:** 941  
**DATE:** 6/29/21 2:52 PM  
**SOURCE:** Website  
**NAME:** Phil Wilson

---

**COMMENT:**

Have skied snowbird 29 trips over 30 yrs. gondola sounds like a great idea up the canyon Rd. **(32.2.9D)**

**COMMENT #:** 942  
**DATE:** 6/29/21 2:53 PM  
**SOURCE:** Website  
**NAME:** Kenneth Shifrar

---

**COMMENT:**

I vote for a Little Cottonwood Canyon gondola which will preserve the current canyon much better than the expanded bus option. **(32.2.9D)**

**COMMENT #:** 943  
**DATE:** 6/29/21 2:53 PM  
**SOURCE:** Website  
**NAME:** Allison Haskell

---

**COMMENT:**

I support the gondola! This seems like a great way to preserve access to some of the best skiing in the country. During heavy snowfall is when people want to go to the mountains. If the roads are closed during heavy snow the resorts lose out on money. **(32.2.9D)**

**COMMENT #:** 944  
**DATE:** 6/29/21 2:53 PM  
**SOURCE:** Website  
**NAME:** Chris Miller

---

**COMMENT:**

Gondola is a terrible option and I DO NOT ENDORSE IT. **(32.2.9E)**

Widen the road instead. **(32.2.9B)**

**COMMENT #:** 945  
**DATE:** 6/29/21 2:54 PM  
**SOURCE:** Website  
**NAME:** Don Buehner

---

**COMMENT:**

Costs and financing were not explained to me, but it looks like a potentially great infrastructure/eco investment. (32.2.7A and 32.2.7C)

Don



**COMMENT #:** 946  
**DATE:** 6/29/21 2:56 PM  
**SOURCE:** Website  
**NAME:** Paul Meyers

---

**COMMENT:**

We strongly urge the approval of the Gondola. **(32.2.9D)**

**COMMENT #:** 947  
**DATE:** 6/29/21 2:58 PM  
**SOURCE:** Website  
**NAME:** Jordan Bauer

---

**COMMENT:**

- 1) Are their winds limits on the gondola? **(32.2.6.5K)**
- 2) how many gondola cars are there in the system? **(32.2.6.5C)**

**COMMENT #:** 948  
**DATE:** 6/29/21 2:59 PM  
**SOURCE:** Website  
**NAME:** Jeffrey Meyerson

---

**COMMENT:**

I support the Gondola. **(32.2.9D)**

**COMMENT #:** 949  
**DATE:** 6/29/21 2:59 PM  
**SOURCE:** Website  
**NAME:** Laura Skousen

---

**COMMENT:**

I prefer the gondola option for the sake of the environment. **(32.2.9D)**

**COMMENT #:** 950  
**DATE:** 6/29/21 2:59 PM  
**SOURCE:** Website  
**NAME:** Michael Nielsen

---

**COMMENT:**

I think that the gondola concept is the best long-term solution for Little Cottonwood. I think it will easily become an attraction for whichever organization becomes responsible for it. It will also likely be recognized as a forward thinking solution by environmental organizations. **(32.2.9D)**

**COMMENT #:** 951  
**DATE:** 6/29/21 3:00 PM  
**SOURCE:** Website  
**NAME:** John Birrell

---

**COMMENT:**

I really like the idea of the gondola, and adding more buses. **(32.2.9D and 32.2.9A)** I also believe UDOT should build the cement tunnels that cover the road and allow the avalanches to slide over the road and protect the cars below. **(32.2.9K)** These are very common in Europe and South America.

**COMMENT #:** 952  
**DATE:** 6/29/21 3:00 PM  
**SOURCE:** Website  
**NAME:** Steve Johnson

---

**COMMENT:**

Instead of trying to create a gondola or other transportation methods, start charging more money for lift tickets. If the demand is this high for skiing in LCC, then the resorts are not charging enough. **(32.2.2K)**

**COMMENT #:** 953  
**DATE:** 6/29/21 3:01 PM  
**SOURCE:** Website  
**NAME:** Heather Treichel

---

**COMMENT:**

This is awesome!!! (32.29D)



**COMMENT #:** 954  
**DATE:** 6/29/21 3:01 PM  
**SOURCE:** Website  
**NAME:** Shandi Kano

---

**COMMENT:**

It is UTTERLY mind blowing to me that this is an option. I am vehemently AGAINST the idea of putting in a gondola to take people up Little Cottonwood. Let's face some facts here. **(32.2.9E)**

\* 9-10 months out of the year, traffic up the canyon is not a problem. And during the months it is a problem, it is only a problem on a few days out of the week. We can't make "solutions" to benefit this TINY fraction of a market. **(32.1.4D)**

\*Parking at La Caille? Yeah, give me a break. The traffic will be backed up even further down 9400 S and Wasatch, making it even harder for people who aren't skiing to leave their neighborhoods or come home. Again, I can't believe this is even being considered. **(32.2.6.5E)**

\*A while back, there was a public document that expanded on the gondola's ability to transport people. The gondola takes LESS people in MORE time than sitting in traffic does. Honestly, what does this accomplish? Literally, it accomplishes ruining one of the most beautiful canyons in North America. **(32.17A)** That is a prized possession of living here. Why would you do this to us? And to the animals? Where is the all the cable oil going to go? Into our watershed right? Why would you literally shit all over the people of this beautiful state and on this beautiful state in general.

\*We already have a road. We need to expand this road simply because it exists already. We DO NOT need to create something entirely new that solves zero problems and only creates a massive eyesore that ruins one of the most beautiful places in Utah, FOREVER.

\*An added lane gives us the push to create more sustainable, electric busses, to transport more people in less time and reducing the carbon footprint and overall canyon congestion. THIS IS THE WAY OF THE FUTURE. **(32.2.9B)**

**SUSTAINABILITY IS NOT BUILDING MORE INFRASTRUCTURE. IT IS USING WHAT WE HAVE!!!!!!!!!!**

I am begging you, BEGGING you, whomever you are, to listen to the people. If you want to be like Europe, then be like them - because THEY ARE SUSTAINABLE!!! In Zermat, electric buses ONLY!! **(32.2.6.3F)** (Electric trains run up the mountain and you have no idea bc they are so quiet. That is the future. Not this money hungry, hideous bullshit you're trying to force on the people who love this place, who moved here because of that love, and who bolster this economy.

DO NOT build a Gondola. La Caille is a special area, too. Right near a water plant. And all of that will be ruined.

Do the right thing. Think about the land, the animals, the vegetation, and the way those resources contribute to a sustainable life for people who love it and who want to take care of it. **(32.29G)**

Do the right thing. Build a bus lane.

**COMMENT #:** 955  
**DATE:** 6/29/21 3:01 PM  
**SOURCE:** Website  
**NAME:** Jack Ledbetter

---

**COMMENT:**

Thank you for taking action to help combat the pollution and congestion issues we're facing in LCC during the winters. I get that increased skiing to Alta and Snowbird will bring their own changes but that is going to happen regardless of a gondola- this feels like a step in a progressive direction. I just hope that you also build up adequate parking for people wanting to ride the gondola and run them regularly. It's hardly going to help if no one can find parking and the gondolas take twice as long as the time to drive. Please make it a viable comparative to driving, or take not really going to help as much as it looks on paper. **(32.2.9D)**

**COMMENT #:** 956  
**DATE:** 6/29/21 3:01 PM  
**SOURCE:** Website  
**NAME:** Bruce Coulter

---

**COMMENT:**

Go Gondola! Sightseeing while commuting... doesn't get much better than that. Save the busses to bring people to the gondola loading area. **(32.2.9D)**

**COMMENT #:** 957  
**DATE:** 6/29/21 3:01 PM  
**SOURCE:** Website  
**NAME:** Jill Crittendon

---

**COMMENT:**

Yes, I want to help Snowbird Preserve Little Cottonwood Canyon. I am in favor of the gondola.  
(32.2.9D)

**COMMENT #:** 958  
**DATE:** 6/29/21 3:02 PM  
**SOURCE:** Website  
**NAME:** Ted Wilson

---

**COMMENT:**

I led the effort years ago to place a gondola from the Canyons ski resort to the Solitude area and then on to Alta/Snowbird. So I am not negative to the idea of a gondola in the canyon.

I do have concerns about some of the cable impacts: 1)The visual impacts of the towers, cable and cars. **(32.17A)** Buses would not add much to the present visual impact. The road will need to stay in place so the cable is added visual interference. 2) The cable and towers will require construction access as roads will be required to install and service towers continuously. **(32.2.6.5L)** 3) The ground impact of construction and servicing could disturb the clean water run-off and potentially harm water quality. **(32.12A)** 4) Beyond watershed and visual concerns, the lower terrain of the canyon is home to a world class rock climbing area in a pristine natural area. **(32.4B)** The road option would not additionally interfere and would provide access for climbers and hikers. With the gondola not servicing them the climbers and hikers would have to resort to cars. Buses can serve the entire canyon not just the ski resorts. **(32.2.6.3C)**

**COMMENT #:** 959  
**DATE:** 6/29/21 3:03 PM  
**SOURCE:** Website  
**NAME:** curtis kreutzberg

---

**COMMENT:**

I want a bigger road and more parking lots and a lot less Karening, and busybodying. Snowbird was once a fun place. **(32.29D)**

**COMMENT #:** 960  
**DATE:** 6/29/21 3:03 PM  
**SOURCE:** Website  
**NAME:** Brian Brocoff

---

**COMMENT:**

This is a no brained. Build the gondola and build it now. Then make the highway a toll road **(32.2.9D)**

**COMMENT #:** 961  
**DATE:** 6/29/21 3:04 PM  
**SOURCE:** Website  
**NAME:** Marsha Paskett

---

**COMMENT:**

We would like to see the GONDOLA OPTION. **(32.2.9D)**



**COMMENT #:** 962  
**DATE:** 6/29/21 3:04 PM  
**SOURCE:** Website  
**NAME:** Craig Paller

---

**COMMENT:**

A gondola sounds great, but \$35 a trip when I live down the street IS NOT happening. Ever. If charging that is the only way to cover costs, then it's a horrible idea. **(32.2.4A)** Better bus service would be the way.

**COMMENT #:** 963  
**DATE:** 6/29/21 3:05 PM  
**SOURCE:** Website  
**NAME:** Megan Schwartz

---

**COMMENT:**

I support the gondola option! **(32.2.9D)**

**COMMENT #:** 964  
**DATE:** 6/29/21 3:06 PM  
**SOURCE:** Website  
**NAME:** Tony Sharich

---

**COMMENT:**

Gondola (32.2.9D)

**COMMENT #:** 965  
**DATE:** 6/29/21 3:07 PM  
**SOURCE:** Website  
**NAME:** Luke Dobbelaere

---

**COMMENT:**

I think the gondola would be an exemplary piece of transit equipment that would show UDOT as a leader in renewable transportation especially within the ski industry. This would alleviate many current issues while preserving the natural area. I'm 100% for the gondola especially compared to adding a bus lane **(32.2.9D)**

**COMMENT #:** 966  
**DATE:** 6/29/21 3:07 PM  
**SOURCE:** Website  
**NAME:** Joan Jenson

---

**COMMENT:**

I vote for the gondola **(32.2.9D)**

**COMMENT #:** 967  
**DATE:** 6/29/21 3:08 PM  
**SOURCE:** Website  
**NAME:** Michael Calamusa

---

**COMMENT:**

I support the gondola being a more viable and sustainable transportation option for Little Cottonwood Canyon. **(32.2.9D)**

**COMMENT #:** 968  
**DATE:** 6/29/21 3:08 PM  
**SOURCE:** Website  
**NAME:** Danny Pacitti

---

**COMMENT:**

Hi,

My family and I are in full support of the proposed gondola solution to sustain the long-term future of Little Cottonwood Canyon. Not only would this solution be positive for the Health of the LCC ecosystem but it would be a fun trip for those destination guests visiting Salt Lake City. We are a family of (5) in favor of the Gondola!!! **(32.2.9D)**

**COMMENT #:** 969  
**DATE:** 6/29/21 3:08 PM  
**SOURCE:** Website  
**NAME:** Michael Leskar

---

**COMMENT:**

A Gondola up Little Cottonwood Canyon, would not only be an efficient way to get people to SnowBird/Alta, but it would also be a wonderful addition to take in the natural beauty of LCC. **(32.2.9D)**



**COMMENT #:** 970  
**DATE:** 6/29/21 3:09 PM  
**SOURCE:** Website  
**NAME:** CHARLES OPPLIGER

---

**COMMENT:**

I am strongly opposed to the gondola solution. **(32.2.9E)** The cost to construct a 1000 person/hr gondola to exclusively provide access to profitable, private businesses is unacceptable. I cannot support public tax dollars subsidizing this in any way. I recognize that the current situation is dangerous in addition to being inconvenient, and support efforts to prioritize bus traffic and protect the road with avalanche sheds. **(32.2.9A)** I also support daily enforcement of seasonal traction laws, including non weather dependent requirements for snow tires on all vehicles. I believe staffing the canyon mouths, combined with an expanded precheck system, would alleviate traffic during winter storms. **(32.2.2M)**

I am concerned the gondola is part of a bid to draw the Winter Olympics to Utah, as it fails to meaningfully address current traffic problems.

**COMMENT #:** 971  
**DATE:** 6/29/21 3:09 PM  
**SOURCE:** Website  
**NAME:** Nathan Daily

---

**COMMENT:**

I am a life long Utah resident, so my opinion is more valuable than someone from California or Texas, I am joking. But please do the TRAM, if we make a bus lane it will not solve the issue it will only bring more cars up Little Cottonwood. We need fewer cars and less pollution **(32.10A)** in our canyons and a tram would solve those problems. **(32.2.9D)** Either do that or charge people \$15 to go up the canyon. **(32.2.4A)**

**COMMENT #:** 972  
**DATE:** 6/29/21 3:09 PM  
**SOURCE:** Website  
**NAME:** John Schuhmacher

---

**COMMENT:**

What a Gigantic mistake this is. (32.29D)

**COMMENT #:** 973  
**DATE:** 6/29/21 3:10 PM  
**SOURCE:** Website  
**NAME:** Scott Peacock

---

**COMMENT:**

I think the Gondola is a great idea! **(32.2.9D)**

**COMMENT #:** 974  
**DATE:** 6/29/21 3:10 PM  
**SOURCE:** Website  
**NAME:** Alexander Berardino

---

**COMMENT:**

I support the gondola as the best option for little cottonwood canyon **(32.2.9D)**

**COMMENT #:** 975  
**DATE:** 6/29/21 3:11 PM  
**SOURCE:** Website  
**NAME:** Poorna Nalabothu

---

**COMMENT:**

Support gondola (32.2.9D)

**COMMENT #:** 976  
**DATE:** 6/29/21 3:11 PM  
**SOURCE:** Website  
**NAME:** Jeffrey Brown

---

**COMMENT:**

Both of the options, gondola and expanded bus, are inadequate to solve the problem, as there's no good way for large numbers of people to access either bus or gondola during the couple of hours people want to go up the canyon, and later in the day the couple hours people want to go down the canyon. **(32.2.9C and 32.2.9E)** If there's a gondola at La Caille, it will be impossible to get to La Caille. **(32.2.6.5E)** If the solution is to get on a bus to get to the gondola, that makes no sense, as it would be easier to just get on the bus and go to the resort. If the solution is to dramatically expand the number of lanes and speed on Wasatch, you're now destroying that neighborhood. What are we talking about here? 10 or 15 days a year? **(32.1.4D)** There are more pressing road/traffic issues in the valley that are 365 days a year. **(32.2.9G)**. There are way more days a year people can't park at White Pine. I've heard nothing to address that issue. **(32.2.6.2.4A)** My vote would be to do neither option, **(32.2.9G)** but I prefer the bus over the gondola, as an extra lane is needed for bikes/pedestrians, and at least this could benefit the public more than a handful of days each year.

**COMMENT #:** 977  
**DATE:** 6/29/21 3:11 PM  
**SOURCE:** Website  
**NAME:** Hannah Hansen

---

**COMMENT:**

I've been skiing Little cottonwood canyon since I can remember. There's always been traffic, but more recently, with the introduction of multi-resort passes and increased visitors who come unprepared in 2-wheel-drive vehicles, the traffic has become unbearable. A Gondola is truly the only option to help mitigate the issues we're seeing in our home canyon!! **(32.2.9D)**



**COMMENT #:** 978  
**DATE:** 6/29/21 3:12 PM  
**SOURCE:** Website  
**NAME:** Jack Gardner

---

**COMMENT:**

Gondola is the only sensible and long term solution. 20 year employee at Snowbird. The Gondola solution is best for recreation and employees. **(32.2.9D)**

**COMMENT #:** 979  
**DATE:** 6/29/21 3:12 PM  
**SOURCE:** Website  
**NAME:** Zackery Evans

---

**COMMENT:**

I would greatly prefer to see the gondola system from an environmental perspective, use perspective, and even a tourist perspective. LCC is a gem, and a gondola would help it be used in an environmentally safe, and fun way. Thanks **(32.2.9D)**

**COMMENT #:** 980  
**DATE:** 6/29/21 3:12 PM  
**SOURCE:** Website  
**NAME:** Marian McFarlane

---

**COMMENT:**

Regardless, build the parking structure and force carpooling during winter months and summer events.  
(32.2.4A)

**COMMENT #:** 981  
**DATE:** 6/29/21 3:12 PM  
**SOURCE:** Website  
**NAME:** Kammie Watt

---

**COMMENT:**

Please consider the environment in which you are adding transportation. Please choose a method that would have the least amount of impact on the environment. The most invasive species in the world are humans and we could do better. **(32.29G)**

**COMMENT #:** 982  
**DATE:** 6/29/21 3:15 PM  
**SOURCE:** Website  
**NAME:** Anna Sergunina

---

**COMMENT:**

Fully supportive! I hope this gondola will be included in ski lift tickets. (32.2.9D and 32.2.4A)

**COMMENT #:** 983  
**DATE:** 6/29/21 3:17 PM  
**SOURCE:** Website  
**NAME:** Jodie Cundick

---

**COMMENT:**

I love the proposal of a gondola system to service the canyon. I'd like to see something similar for Big Cottonwood canyon. My family of 7 uses both canyons and has made efforts to carpool as well as travel by bus, but neither solution seems to fully fix the problem. **(32.2.9D)**

**COMMENT #:** 984  
**DATE:** 6/29/21 3:18 PM  
**SOURCE:** Website  
**NAME:** Laura Matson

---

**COMMENT:**

I would love to see the gondola project move forward. It will ease traffic congestion and bring increased tourism to the areas. As a long time Utah native, this large-scale solution is very needed. **(32.2.9D)**

**COMMENT #:** 985  
**DATE:** 6/29/21 3:18 PM  
**SOURCE:** Website  
**NAME:** Karen Malm

---

**COMMENT:**

I support the gondola option. **(32.2.9D)**



**COMMENT #:** 986  
**DATE:** 6/29/21 3:18 PM  
**SOURCE:** Website  
**NAME:** Adam Karl

---

**COMMENT:**

Canyon traffic worsen the quality of life for everyone in valley. **(32.10A)** This initiative makes such logically sense; gondolas can be public transportation, look at Telluride, CO and the success it's had on that community. **(32.2.9D)**

**COMMENT #:** 987  
**DATE:** 6/29/21 3:20 PM  
**SOURCE:** Website  
**NAME:** Sherry Keene

---

**COMMENT:**

The gondola option is far superior to the expanded bus route. The bus option is bad for the environment. Period. Look to Europe for data on gondola's. **(32.2.9D)**

**COMMENT #:** 988  
**DATE:** 6/29/21 3:20 PM  
**SOURCE:** Website  
**NAME:** Cameron Wakefield

---

**COMMENT:**

I fully support the gondola! More vehicles on the road is not the way!! **(32.2.9D)**

**COMMENT #:** 989  
**DATE:** 6/29/21 3:22 PM  
**SOURCE:** Website  
**NAME:** Lucas Korbanka

---

**COMMENT:**

Lets keep LCC a beautiful place with fresh air and limited impact by motor vehicles on our nature and watershed! **(32.29G)**

**COMMENT #:** 990  
**DATE:** 6/29/21 3:22 PM  
**SOURCE:** Website  
**NAME:** John Anderson

---

**COMMENT:**

A gondola in Little Cottonwood Canyon would be great for safer travel in the canyon, especially on icy roads in the winter. **(32.2.9D)**

**COMMENT #:** 991  
**DATE:** 6/29/21 3:23 PM  
**SOURCE:** Website  
**NAME:** Chris Hoefelmeier

---

**COMMENT:**

Concept is 40 years long overdue and should have been addressed, installed and completed over 30 years ago, remember the train/monorail proposal? Yes ! We must keep automobiles out of Little and Big Cottonwood Canyons! Kind of like closing the barn doors after the fact, don't you agree? **(32.29D)**

**COMMENT #:** 992  
**DATE:** 6/29/21 3:26 PM  
**SOURCE:** Website  
**NAME:** Taylor Roberts

---

**COMMENT:**

I think the Gondola is the best way to go. It's will be very beneficial to the environment. It will also be one of a kind. I think the gondola is the most efficient **(32.2.9D)**

**COMMENT #:** 993  
**DATE:** 6/29/21 3:26 PM  
**SOURCE:** Website  
**NAME:** Patricia Jeppson

---

**COMMENT:**

I am in support of the gondola. **(32.2.9D)**



**COMMENT #:** 994  
**DATE:** 6/29/21 3:27 PM  
**SOURCE:** Website  
**NAME:** Kimberly King

---

**COMMENT:**

I support the gondola option. **(32.2.9D)**

**COMMENT #:** 995  
**DATE:** 6/29/21 3:29 PM  
**SOURCE:** Website  
**NAME:** Robert Buie

---

**COMMENT:**

The gondola concept appears stunningly simple, remarkably reliable and esthetically attractive. It also appears to support the environmental ethos of the canyon and its culture. This alternative resolves issues relating to avalanche danger and public safety and provides a fun opportunity for a broader base of public participation without many of the impacts of an expanding population. Our tribe favors the gondola alternative over the others. **(32.2.9D)**

**COMMENT #:** 996  
**DATE:** 6/29/21 3:30 PM  
**SOURCE:** Website  
**NAME:** Tamara Masters

---

**COMMENT:**

I wonder about the cost? What would be the value of buses only using the current road compared to the cost of gondola? **(32.2.7C)**

**COMMENT #:** 997  
**DATE:** 6/29/21 3:32 PM  
**SOURCE:** Website  
**NAME:** Blake Juhl

---

**COMMENT:**

My family and I are 100% in favor of the Gondola option. As a state we need an innovative solution...One that lets the world know that Utah is special with special solutions. Bus traffic is a non-starter. Next to electric air taxis...the gondola is the best option. It is past time to move this forward. If you have ever attempted to travel on Wasatch during a Fresh snow...you know this is the most ideal solution. No more buses or bus and road maintenance **(32.2.9D)**

**COMMENT #:** 998  
**DATE:** 6/29/21 3:32 PM  
**SOURCE:** Website  
**NAME:** Zach Johnson

---

**COMMENT:**

I'm in favor of the Gondola. It will enable more people to enjoy the canyon in a responsible and safe way. **(32.2.9D)**

**COMMENT #:** 999  
**DATE:** 6/29/21 3:32 PM  
**SOURCE:** Website  
**NAME:** John Taylor

---

**COMMENT:**

I am in support of the gondola. It's a better long term solution. **(32.2.9D)**

**COMMENT #:** 1000  
**DATE:** 6/29/21 3:35 PM  
**SOURCE:** Website  
**NAME:** Bret Backman

---

**COMMENT:**

As a resident in the mouth of LCC, it makes no sense to me to consider a gondola. It might reduce traffic IN the canyon, but would do nothing to reduce the traffic GETTING TO the canyon - where it is actually worse. **(32.7B and 32.7C)**

Expanded lanes and buses, with an HOV approach (i.e., multi-passenger vehicles) makes the most sense. On most powder days, 3 out of 4 cars I see lined up are single occupant. **(32.2.9B)**

**COMMENT #:** 1001  
**DATE:** 6/29/21 3:36 PM  
**SOURCE:** Website  
**NAME:** Kristin Mellus

---

**COMMENT:**

Please preserve the canyon by building a gondola and not by increasing auto traffic. Thank you.  
(32.2.9D)



**COMMENT #:** 1002  
**DATE:** 6/29/21 3:36 PM  
**SOURCE:** Website  
**NAME:** Tanner Johnson

---

**COMMENT:**

Bring the gondola to the bird!!! Make Utah great again!! (32.2.9D)

**COMMENT #:** 1003  
**DATE:** 6/29/21 3:37 PM  
**SOURCE:** Website  
**NAME:** Kristin Searle

---

**COMMENT:**

I support the gondola as the best option for Little Cottonwood Canyon. As a part-time canyon resident who has been trapped in the canyon by many storms and avalanches, the ability of the gondola to provide an egress from the canyon in all weather conditions is especially appealing. In addition, the added longevity of the gondola over buses is important to consider. **(32.2.9D)**

**COMMENT #:** 1004  
**DATE:** 6/29/21 3:37 PM  
**SOURCE:** Website  
**NAME:** Alex Spencer

---

**COMMENT:**

Dear Little Cottonwood EIS committee,  
Thank you for your consideration of many solutions for increasing quality access to the little cottonwood canyon for future generations of Utahns.

Although each proposal comes with trade offs, I would like to voice my support for the proposed gandola option. I would ask that you consider the value a round trip gandola ride would provide for not just someone who intends on recreating in the canyon at an expensive ski resort, but maybe someone who is of lower socioeconomic status and would benefit greatly from the views provided by the gandola.

As we know, skiing is a sport that is practiced in large part by middle or upper middle class folks of good health. Imagine opening the beautiful Mountain Views a skier has access to on, say, Alta's mount baldy-after paying \$170 for a lift ticket- to folks who are at a different place socioeconomically. Or health-wise, consider taking your elderly grandmother up the canyon for a gandola ride to enjoy the Mountain Views. **(32.2.9D)**

As we invest half a billion dollars into this effort that will likely disproportionately benefit those of higher income and health in our state, I hope we can find a way to give access to our Mountain scapes to those without the benefits some of us have been lucky to be afforded. **(32.5A)**

Thank you for your thoughtful consideration.

Alex

**COMMENT #:** 1005  
**DATE:** 6/29/21 3:37 PM  
**SOURCE:** Website  
**NAME:** Kyle Jensen

---

**COMMENT:**

I'm all for the gondola option. To me, it seems like a more sustainable option than augmenting with more bus traffic. I spend a considerable amount of time in both BCC and LCC and I think it's time to try something besides adding more vehicles to the canyon. I also feel like people would be more inclined to ride a gondola than a bus-the gondola would give you a unique perspective of the canyon, whereas the bus is just... well another bus ride. **(32.2.9D)**

**COMMENT #:** 1006  
**DATE:** 6/29/21 3:37 PM  
**SOURCE:** Website  
**NAME:** Cassidy Wasko

---

**COMMENT:**

UDOT cannot in good conscience consider plans that destroy recreational areas in the canyon. All road widening and gondola options are slated to destroy historic climbing areas and boulders permanently, which is unacceptable when considering the goal of improvements is to increase access and decrease environmental damage to Little Cottonwood Canyon. **(32.4A and 32.4B)**

**COMMENT #:** 1007  
**DATE:** 6/29/21 3:38 PM  
**SOURCE:** Website  
**NAME:** Stacey Madsen

---

**COMMENT:**

I believe the gondola option is the best option for handling the traffic issues faced in Little Cottonwood Canyon **(32.2.9D)**

**COMMENT #:** 1008  
**DATE:** 6/29/21 3:39 PM  
**SOURCE:** Website  
**NAME:** Ron Hilton

---

**COMMENT:**

I favor the gondola option for Little Cottonwood Canyon. **(32.2.9D)**

**COMMENT #:** 1009  
**DATE:** 6/29/21 3:39 PM  
**SOURCE:** Website  
**NAME:** Barbara Barnett

---

**COMMENT:**

I highly support this plan which is even better than I dreamed! (32.29D)



**COMMENT #:** 1010  
**DATE:** 6/29/21 3:41 PM  
**SOURCE:** Website  
**NAME:** Robert McKinnie

---

**COMMENT:**

I oppose the gondola plan. It does not improve access to ski areas for SLC residents and results in further degradation of the wilderness areas. **(32.2.9E)** It is of benefit only to out-of-state skiers who chose to reside at the served resorts.

**COMMENT #:** 1011  
**DATE:** 6/29/21 3:42 PM  
**SOURCE:** Website  
**NAME:** Ken Ringsen

---

**COMMENT:**

The Gondola is the ONLY form of public transportation I will take up LCC. Busses are miserable, overcrowded, always delayed by avalanche work and prone to accidents. There's a reason why there are songs titled "Only losers take the bus". Force me into one and I'll move because LCC is dead, killed by UDOT. This isn't the only good skiing in the world you know. **(32.2.9D)**

**COMMENT #:** 1012  
**DATE:** 6/29/21 3:42 PM  
**SOURCE:** Website  
**NAME:** Joy Nilsson

---

**COMMENT:**

I do not want to see a Gondola in Little Cottonwood Canyon. **(32.2.9E)** There are other ways to help reduce traffic such as the ski resorts paying for shuttles and requiring their guests to take the shuttles. **(32.2.2S)** Don't ruin the view of our beautiful canyon with a gondola **(32.17A)**

**COMMENT #:** 1013  
**DATE:** 6/29/21 3:43 PM  
**SOURCE:** Website  
**NAME:** Aydin Aykanat

---

**COMMENT:**

For safety and environmental reasons, I support the gondola option. Thanks for consideration.  
(32.2.9D)

**COMMENT #:** 1014  
**DATE:** 6/29/21 3:43 PM  
**SOURCE:** Website  
**NAME:** Shay Myers

---

**COMMENT:**

The gondola is a shortsighted solution to the congestion problem that will benefit the private interests of Alta and Snowbird to the detriment all other users of the Wasatch. **(32.2.9E)** It will NOT address the problem of congestion in the canyon, as it will not reduce the number of cars on the road. It will only allow for more people to access Snowbird and Alta during the ski season. It is not a solution for all users and all seasons! **(32.7C)**

**COMMENT #:** 1015  
**DATE:** 6/29/21 3:45 PM  
**SOURCE:** Website  
**NAME:** Drew Mosley

---

**COMMENT:**

Please consider less impact on the topography, natural water flow, flora, fauna and persons who enjoy the canyons unrelated to skiing. In addition, the impact of autos to the environment as a whole should be a major consideration. The gondola need further consideration. **(32.29G)**

**COMMENT #:** 1016  
**DATE:** 6/29/21 3:45 PM  
**SOURCE:** Website  
**NAME:** Nathan Moodie

---

**COMMENT:**

I support the gondola approach **(32.2.9D)**

**COMMENT #:** 1017  
**DATE:** 6/29/21 3:50 PM  
**SOURCE:** Website  
**NAME:** Isabelle Whitehead

---

**COMMENT:**

The planned gondola for LCC would be a win-win solution for the fragile ecosystems of the canyon, for road safety for local residents, and as an incredible world class tourist attraction that would make a point of different for the LCC mountains. As a frequent visitor to Alta/Snowbird, I am strongly in support of the proposal. **(32.2.9D)**



**COMMENT #:** 1018  
**DATE:** 6/29/21 3:51 PM  
**SOURCE:** Website  
**NAME:** Michael Manning

---

**COMMENT:**

Gondola please, (32.2.9D)

This has the least impact on the climbing areas and canyon we love (32.4B)

**COMMENT #:** 1019  
**DATE:** 6/29/21 3:51 PM  
**SOURCE:** Website  
**NAME:** Michael Mansell

---

**COMMENT:**

I support the gondola in full effect. **(32.2.9D)**

**COMMENT #:** 1020  
**DATE:** 6/29/21 3:51 PM  
**SOURCE:** Website  
**NAME:** Brian Kinkead

---

**COMMENT:**

I support the gondola concept over the bus. Seems more sustainable in the long run. (32.2.9D)

**COMMENT #:** 1021  
**DATE:** 6/29/21 3:52 PM  
**SOURCE:** Website  
**NAME:** Marty Griffith

---

**COMMENT:**

Busses: no (32.2.9C)  
gondola: yes (32.2.9D)

**COMMENT #:** 1022  
**DATE:** 6/29/21 3:53 PM  
**SOURCE:** Website  
**NAME:** Robert Dykman

---

**COMMENT:**

This is a terrible idea. The gondola would be a eye sore in our canyon. **(32.2.9E and 32.17A)** Get rid of the Ikon pass. **(32.2.2K)** A better bus plan would be better. The gondola will be shut down due to high winds and other weather factors that are very common for the canyon. **(32.2.6.5K)**

**COMMENT #:** 1023  
**DATE:** 6/29/21 3:54 PM  
**SOURCE:** Website  
**NAME:** Sete Henrie

---

**COMMENT:**

I really like the idea of the gondola, the fact that it can operate even when there is an avalanche covering the road would be life saving for people needing to get home, or incase of an emergency.  
**(32.2.9D)**

**COMMENT #:** 1024  
**DATE:** 6/29/21 3:54 PM  
**SOURCE:** Website  
**NAME:** Rose Taylor

---

**COMMENT:**

I believe a gondola would be the best option. **(32.2.9D)**

**COMMENT #:** 1025  
**DATE:** 6/29/21 3:54 PM  
**SOURCE:** Website  
**NAME:** Bryan Niebergall

---

**COMMENT:**

I like the gondola option because I am currently a frequent ski bus rider and I think that the gondola is more reliable and punctual option. The busses work great when the weather is good, but there have been times when I've been stranded at Snowbird when a storm blew in during the day and the busses couldn't get up the canyon. I feel like even when there are snow slides that close the road, a gondola would be able to get people in and out of the resorts. **(32.2.9D)**



**COMMENT #:** 1026  
**DATE:** 6/29/21 3:54 PM  
**SOURCE:** Website  
**NAME:** Joan Burg

---

**COMMENT:**

I strongly support the gondola option for the Little Cottonwood Canyon transportation issue. **(32.2.9D)**

Up to 7,000 vehicles (cars, trucks and buses) go up and down Little Cottonwood Canyon per day.

- These vehicles produce 70 tons of carbon. **(32.10A)**
- SR 210 is the most avalanche prone highway in North America with 64 active avalanche paths.
- Many of the most significant traffic delays are related to traction due to heavy snowfall.
- Extended road closures due to significant snowstorms create an unsafe lack of egress from Little Cottonwood Canyon. Only the gondola addresses this important safety consideration.

A gondola would allow Little Cottonwood Canyon ingress and egress in all weather conditions, even if the highway was temporarily closed to vehicles.

**GONDOLA OPTION IS:**

**SAFE & RELIABLE**

- Reduces congestion in canyon & neighborhoods
- Provides secondary route for emergency egress
- Weather & avalanche resistant
- 36 minutes from La Caille base station to Alta

**SUSTAINABLE**

- Carbon neutral **(32.10A)**
- Protects watershed, wildlife habitat & existing trails **(32.12A, 32.13A, and 32.4B)**
- Minimal concrete, pavement, & construction impacts

**LONG-TERM**

- 50-year life cycle vs. 14 years for buses
- Completes regional transportation loop
- Allows for crowd management

**IMPROVED ACCESS**

- Year-round operation
- Greater access for those with disabilities
- Expanded parking at base station

**COST-EFFECTIVE**

- Less expensive operation & maintenance
- Does not require added snowshed cost
- Increases tourism assets & economic opportunities.

**COMMENT #:** 1027  
**DATE:** 6/29/21 3:55 PM  
**SOURCE:** Website  
**NAME:** Kevin Barry

---

**COMMENT:**

Strongly in support of the gondola solution. We need to be less reliant on polluting busses and cars to travel in the canyon. The gondola solution also will be safer as it will not be impacted by heavy snow and avalanches. **(32.2.9D and 32.10A)**

**COMMENT #:** 1028  
**DATE:** 6/29/21 3:56 PM  
**SOURCE:** Website  
**NAME:** Jason Malczyk

---

**COMMENT:**

I am not in favor of the gondola option. It will just add another attraction that will draw more people.  
(32.2.9E)

**COMMENT #:** 1029  
**DATE:** 6/29/21 3:57 PM  
**SOURCE:** Website  
**NAME:** Joseph Jewkes

---

**COMMENT:**

I would not like for UDOT to increase busing up little cottonwood canyon. **(32.2.9E)** If Snowbird wishes to build a gondola at their expense to increase revenue for them that is great! No tax dollars to be used please. **(32.2.7A)**

**COMMENT #:** 1030  
**DATE:** 6/29/21 3:58 PM  
**SOURCE:** Website  
**NAME:** Erin Koenig

---

**COMMENT:**

Gondola! Please! It is the only solution that will solve the problem! **(32.2.9D)**

**COMMENT #:** 1031  
**DATE:** 6/29/21 3:59 PM  
**SOURCE:** Website  
**NAME:** Aileen Moss

---

**COMMENT:**

I+E1036m for the gondola **(32.2.9D)**

**COMMENT #:** 1032  
**DATE:** 6/29/21 3:59 PM  
**SOURCE:** Website  
**NAME:** Ed Chauner

---

**COMMENT:**

I am 100% in favor of reducing vehicular traffic in LCC. In my opinion the gondola would be the best option. **(32.2.9D)**

**COMMENT #:** 1033  
**DATE:** 6/29/21 3:59 PM  
**SOURCE:** Website  
**NAME:** Dean Toulan

---

**COMMENT:**

Build the gondola **(32.2.9D)**



**COMMENT #:** 1034  
**DATE:** 6/29/21 4:01 PM  
**SOURCE:** Website  
**NAME:** Justin Albrecht

---

**COMMENT:**

I support this idea. We need to do more to reduce our carbon footprint and alleviate the traffic in our beautiful canyons. **(32.10A and 32.7C)**

**COMMENT #:** 1035  
**DATE:** 6/29/21 4:01 PM  
**SOURCE:** Website  
**NAME:** Erik Kaapro

---

**COMMENT:**

I'm all for the gondola **(32.2.9D)**

**COMMENT #:** 1036  
**DATE:** 6/29/21 4:02 PM  
**SOURCE:** Website  
**NAME:** Meghan DeGemmis

---

**COMMENT:**

I oppose the gondola and would vote for more buses and wider roads. This would only benefit the 1% that own snowbird **(32.2.9E, 32.2.9B, and 32.2.7A)**

**COMMENT #:** 1037  
**DATE:** 6/29/21 4:03 PM  
**SOURCE:** Website  
**NAME:** Janice Heck

---

**COMMENT:**

I am in favor of gondola, but would hope that Snowbird can provide reasonably priced lockers upon arrival at the resort! **(32.2.9D and 32.2.3A)** I don't think Utah taxpayers should foot the entire bill though. **(32.2.7A)**

**COMMENT #:** 1038  
**DATE:** 6/29/21 4:03 PM  
**SOURCE:** Website  
**NAME:** Mitch Robson

---

**COMMENT:**

I'm in favor of the gondola and in addition to that the road should be restricted to bus traffic only. No privately owned vehicles. **(32.2.2L and 32.2.9D)**

**COMMENT #:** 1039  
**DATE:** 6/29/21 4:04 PM  
**SOURCE:** Website  
**NAME:** Lucy Ix

---

**COMMENT:**

The gondola would be a great alternative to car travel thus preventing inevitable avalanches and threats to public safety. **(32.2.9D)**

**COMMENT #:** 1040  
**DATE:** 6/29/21 4:05 PM  
**SOURCE:** Website  
**NAME:** Mike Spens

---

**COMMENT:**

I have been a long-time resident (~50 years) and avid Snowbird and Alta skier and would encourage the Gondola option. Let's work to decrease emissions and damage to LCC! **(32.2.9D)**

**COMMENT #:** 1041  
**DATE:** 6/29/21 4:05 PM  
**SOURCE:** Website  
**NAME:** Jared Andersen

---

**COMMENT:**

1-Whatever is decided should benefit all users of the canyon, not just Snowbird/Alta. Access to trailheads and backcountry should be maintained and improved. I am concerned that the benefits to Snowbird/Alta are being prioritized. **(32.2.6.3C and 32.2.6.5G)**

2-As this is a UDOT project being funded by tax payers, please consider stipulating that Alta be forced to abandon their no snowboarding policy for them to benefit from any improvements. **(32.2.7A and 32.29I)**



**COMMENT #:** 1042  
**DATE:** 6/29/21 4:07 PM  
**SOURCE:** Website  
**NAME:** Hannah Van Arsdell

---

**COMMENT:**

I support the gondola. (32.2.9D)

**COMMENT #:** 1043  
**DATE:** 6/29/21 4:08 PM  
**SOURCE:** Website  
**NAME:** Hailey Arrowood

---

**COMMENT:**

I have been to Switzerland, and witnessed the amazing gondolas that are both beautiful and efficient. I would fully support a gondola system. **(32.2.9D)**

**COMMENT #:** 1044  
**DATE:** 6/29/21 4:08 PM  
**SOURCE:** Website  
**NAME:** Taylor Pursley

---

**COMMENT:**

this is a beautiful idea. as an employee at snowbird we've had nights where we can't go home because of avalanches and the narrow road makes for a very risky drive everyday. i know of two of my fellow employees who have wrecked going down the canyon. the gondola seems like a very innovated solution to a huge risk everyone faces. **(32.2.9D)**

**COMMENT #:** 1045  
**DATE:** 6/29/21 4:12 PM  
**SOURCE:** Website  
**NAME:** Erin DeMay

---

**COMMENT:**

I am strongly against the gondola and encourage you to evaluate options for bussing in a more inclusive and environmentally friendly way. **(32.2.9C and 32.2.9A)** I'm not interested in having Utah tax payer dollars line the pockets of two privately owned businesses for a new gondola that will only increase traffic on the roads to get to. No thank you. **(32.2.7A and 32.2.6.5E)**

**COMMENT #:** 1046  
**DATE:** 6/29/21 4:13 PM  
**SOURCE:** Website  
**NAME:** Gary Napel

---

**COMMENT:**

I am very glad that the Gondola has made it to the final two options. I believe it solves all of our existing problems ..and future congestion problems...the canyon Traffic as well as accessing the ski areas with marginal road and weather conditions..as well as avalanches ...

I believe it checks off all of the boxes

Looking forward to riding it in winter and summer... **(32.2.9D)**

**COMMENT #:** 1047  
**DATE:** 6/29/21 4:13 PM  
**SOURCE:** Website  
**NAME:** Mark Tiller

---

**COMMENT:**

I support the gondola proposal **(32.2.9D)**

**COMMENT #:** 1048  
**DATE:** 6/29/21 4:13 PM  
**SOURCE:** Website  
**NAME:** Jeremiah Johnson

---

**COMMENT:**

What about high winds and shutting down the gondola? What are the wind speeds that will shut the gondola down? **(32.2.6.5K)** What's the additional cost to ride the gondola? **(32.2.4A)** Who's funding this, tax payers? What's the tax impact of this project? **(32.2.7A)** What's the timing from now until it's usable? **(32.2.7C)** How will this effect season pass prices and day passes costs? **(32.2.4A)**

**COMMENT #:** 1049  
**DATE:** 6/29/21 4:17 PM  
**SOURCE:** Website  
**NAME:** Doug Kolan

---

**COMMENT:**

I live near LCC and I am in favor of the gondola solution. **(32.2.9D)** Do not widen the road or add a bus lane. **(32.2.9C)**



**COMMENT #:** 1050  
**DATE:** 6/29/21 4:17 PM  
**SOURCE:** Website  
**NAME:** Matt Birns

---

**COMMENT:**

I do not live in Utah, but I have visited Little Cottonwood Canyon before and I think the Gondola is an incredible idea. I work for Squaw Valley ski resort in California, there is a similar traffic problem with ski resorts in the Lake Tahoe area. The proposed gondola could be a model for ski resorts and other transportation problems all over the country. With reduced emissions and cars off the road it seems like a win-win. **(32.2.9D)**

**COMMENT #:** 1051  
**DATE:** 6/29/21 4:18 PM  
**SOURCE:** Website  
**NAME:** Michael Hawks

---

**COMMENT:**

A gondola is my preferred method of mitigating LCC traffic. **(32.2.9D)** Parking at the La Caille station needs to be a priority with a multi level structure to accommodate those who will use the gondola. **(32.2.6.2.1C)**

**COMMENT #:** 1052  
**DATE:** 6/29/21 4:18 PM  
**SOURCE:** Website  
**NAME:** Steve Sheldon

---

**COMMENT:**

The gondola is a great solution to the traffic problem. The Swiss already use this type of transportation all over the Alps to help with vehicle congestion. They are quiet, comfortable and much more relaxing than being in a car. Busses will never adequately address traffic issues and choosing to increase their numbers in the interest of not spending as much money will only kick the problem to the future, not solve it. We fly to Utah for ski vacations every winter and adding the gondola will only solidify Utah as our first choice as our ski destination. **(32.2.9D)**

**COMMENT #:** 1053  
**DATE:** 6/29/21 4:21 PM  
**SOURCE:** Website  
**NAME:** Margaret Lee

---

**COMMENT:**

The gondola option for Little Cottonwood Canyon is FAR superior in my opinion and, as a resident who visits LCC often, it seems the most aesthetic and has the best long-term viability **(32.2.9D and 32.17A)**

**COMMENT #:** 1054  
**DATE:** 6/29/21 4:22 PM  
**SOURCE:** Website  
**NAME:** Derek Braeden

---

**COMMENT:**

We don't need bigger vehicles, more paving, and buses in LCC. It's not going to work, in the same way that we've learned mass transit throughout the Salt Lake Valley, along the Wasatch Front, and indeed in most major metropolitan areas across the country don't work, as we've seen throughout the COVID-19 pandemic. It's not what people want anymore, and it's an unsustainable model. **(32.2.9C)**

**COMMENT #:** 1055  
**DATE:** 6/29/21 4:22 PM  
**SOURCE:** Website  
**NAME:** Denise Hudson

---

**COMMENT:**

I would like to see the gondola option. Buses cause too much pollution. (32.2.9D)

**COMMENT #:** 1056  
**DATE:** 6/29/21 4:23 PM  
**SOURCE:** Website  
**NAME:** Navar Gottschalk

---

**COMMENT:**

Hello, I wanted to voice my opinion in support of the little cottonwood gondola. I was born in Sandy and have lived in the area my whole life. I think the gondola if approved is going to be amazing for the area. Not only will it attract more visitors, it will help cut down on congestion into the canyon as well as help reduce the amount of vehicle accidents and the amount of money the city has to spend on upkeep. I also believe to keep the canyon pristine for generations to come, this will be a way to reduce our overall carbon footprint. **(32.17A)** I support the little cottonwood gondola!! **(32.2.9D)**

**COMMENT #:** 1057  
**DATE:** 6/29/21 4:24 PM  
**SOURCE:** Website  
**NAME:** Brett Digwood

---

**COMMENT:**

It is my opinion that the proposed gondola only serve the interest of the resorts and not the greater good of the community. **(32.2.7A)** I feel that the proposed enhanced bus services will serve as a better enhancement to LCC. **(32.2.9A)**



**COMMENT #:** 1058  
**DATE:** 6/29/21 4:24 PM  
**SOURCE:** Website  
**NAME:** Trey Phillips

---

**COMMENT:**

Gondola! (32.2.9D)

**COMMENT #:** 1059  
**DATE:** 6/29/21 4:25 PM  
**SOURCE:** Website  
**NAME:** Michael Bell

---

**COMMENT:**

I live on Wildcreek Rd east of the proposed site and this gondola will literally strip our privacy away as it will go above our house. This is not ok. **(32.4E)** I am adamantly against it. Start with snow sheds, widening road etc before taking this extreme measure. **(32.2.9B)**

**COMMENT #:** 1060  
**DATE:** 6/29/21 4:26 PM  
**SOURCE:** Website  
**NAME:** Zane Enders

---

**COMMENT:**

Yas ?? (32.29D)

**COMMENT #:** 1061  
**DATE:** 6/29/21 4:26 PM  
**SOURCE:** Website  
**NAME:** Elliot Lewis

---

**COMMENT:**

While buses can be made electric and are more efficient than in any other time In history, they create congestion. Additionally ski and snowboard gear is difficult to load on and off a bus and the scheduling is inefficient. A gondola would be an all around better choice. No congestion, better air quality less driving all around by many people. **(32.10A)** Additionally, I think it creates a unique mode of transportation that will be coveted as not only a means of travel but a tourism draw by itself. Especially if it had a cool name. **(32.2.9D)**

**COMMENT #:** 1062  
**DATE:** 6/29/21 4:26 PM  
**SOURCE:** Website  
**NAME:** Natalee Lance

---

**COMMENT:**

I like the idea of a gondola because I am a season pass skier and some days it is dangerous to drive. I have also been trapped up the canyon waiting for avalanches to be cleared. My only concern is overcrowding at the resort and not knowing how crowded the resort is before the gondola arrives. It would be nice to have some marquee at the La Caile center to warn skiers. **(32.2.9D)**

**COMMENT #:** 1063  
**DATE:** 6/29/21 4:27 PM  
**SOURCE:** Website  
**NAME:** John Brill

---

**COMMENT:**

Gondola (32.2.9D)

**COMMENT #:** 1064  
**DATE:** 6/29/21 4:28 PM  
**SOURCE:** Website  
**NAME:** DAVID DIETERING

---

**COMMENT:**

Just the Gondola by itself would become a tourist attraction. It would be fun going up Little Cottonwood in a gondola. **(32.2.9D)**

**COMMENT #:** 1065  
**DATE:** 6/29/21 4:30 PM  
**SOURCE:** Website  
**NAME:** Fred Porter

---

**COMMENT:**

I do NOT want to see the gondola or train built. **(32.2.9E and 32.2.9M)**  
Bus with dedicated bus lane is my preferred option. And the bus should stop when requested at trailhead parking lots, not just Alta and Snowbird. **(32.2.9B and 32.2.6.3C)**



**COMMENT #:** 1066  
**DATE:** 6/29/21 4:31 PM  
**SOURCE:** Website  
**NAME:** Matthew Robinson

---

**COMMENT:**

I support the gondola. It takes traffic off Little Cottonwood Canyon. It is green. It is reliable. It will bring more tourism to the area. It can run when road conditions are poor. Please don't choose the easy, boring option. Go with the gondola. **(32.2.9D)**

**COMMENT #:** 1067  
**DATE:** 6/29/21 4:32 PM  
**SOURCE:** Website  
**NAME:** Jeffrey Charen

---

**COMMENT:**

makes sense, only other option is train tunnel from Park City area (32.2.2H)

**COMMENT #:** 1068  
**DATE:** 6/29/21 4:32 PM  
**SOURCE:** Website  
**NAME:** Ed Chauner

---

**COMMENT:**

LCC and BCC are treasures for Utah and for all of those visiting our state. Just as important, is the road that connects those two canyons, Wasatch Blvd. Keep Wasatch pristine by reducing the speed limit to 35 mph and increasing the width of the bike lanes and adding a multi-use path for walkers, runners and all other outdoor enthusiasts. **(32.2.6.2.2A)** Complete Highland Blvd. to keep the commuter traffic where it belongs. **(32.2.6.2.2A)**

Build the gondola and get thousands of personal cars off of the road. **(32.2.9D)**

Thank you for allowing me to comment.

Ed

**COMMENT #:** 1069  
**DATE:** 6/29/21 4:33 PM  
**SOURCE:** Website  
**NAME:** Deborah Rowley

---

**COMMENT:**

In the case of another covid-like pandemic, would one means of canyon transportation outperform the other option **(32.2.6C)**

**COMMENT #:** 1070  
**DATE:** 6/29/21 4:35 PM  
**SOURCE:** Website  
**NAME:** Karl Sowa

---

**COMMENT:**

I encourage support for the gondola option for transportation in Little Cottonwood Canyon over the dedicated bus lanes option. Much more likely to get used (assuming parking at the bottom for either option) and less negative impact on the canyon itself. Gondola is the way to go. Thank you. **(32.2.9D)**

**COMMENT #:** 1071  
**DATE:** 6/29/21 4:35 PM  
**SOURCE:** Website  
**NAME:** Deborah Rowley

---

**COMMENT:**

Restricting vehicle traffic to and in the canyon is an absolute must for either option. We can't install a gondola without restricting vehicle #s **(32.2.4A)**

**COMMENT #:** 1072  
**DATE:** 6/29/21 4:38 PM  
**SOURCE:** Website  
**NAME:** Kevin Durst

---

**COMMENT:**

Yes please shut down the canyon to cars. **(32.2.4A)** And please think through the stops to permit All of the hiking and other sports in the canyon **(32.2.6.3C and 32.2.6.5G)**

**COMMENT #:** 1073  
**DATE:** 6/29/21 4:38 PM  
**SOURCE:** Website  
**NAME:** Tom U Hannigan

---

**COMMENT:**

Strongly support the gondola solution. Let's do something that provides truly long term value, is environmentally beneficial, aesthetically pleasing, and enhances the skiers or visitors experience. Thanks. **(32.2.9D)**



**COMMENT #:** 1074  
**DATE:** 6/29/21 4:39 PM  
**SOURCE:** Website  
**NAME:** JoAnn Hoff

---

**COMMENT:**

The gondola is the best solution to all the issues of Little Cottonwood access. Please choose the gondola. **(32.2.9D)**

**COMMENT #:** 1075  
**DATE:** 6/29/21 4:41 PM  
**SOURCE:** Website  
**NAME:** Wendy Carrigan

---

**COMMENT:**

I am in favor of the Gondola. Thanks for considering **(32.2.9D)**

**COMMENT #:** 1076  
**DATE:** 6/29/21 4:43 PM  
**SOURCE:** Website  
**NAME:** Brad Hart

---

**COMMENT:**

I live in Draper and ski Snowbird. I'd prefer to ride the Gondola over the bus. Gondola seems like a more sensible plan for the long term. **(32.2.9D)**

**COMMENT #:** 1077  
**DATE:** 6/29/21 4:45 PM  
**SOURCE:** Website  
**NAME:** Brian Plamondon

---

**COMMENT:**

The gondola option not only addresses the carbon footprint **(32.10A)** but also allows for continued operation despite avalanche and weather conditions. **(32.2.9D)**

**COMMENT #:** 1078  
**DATE:** 6/29/21 4:46 PM  
**SOURCE:** Website  
**NAME:** Mari Ransco

---

**COMMENT:**

I support this investment in our future! The gondola will ensure safe, environmentally friendly access to the natural resources we all love. **(32.2.9D)**

**COMMENT #:** 1079  
**DATE:** 6/29/21 4:48 PM  
**SOURCE:** Website  
**NAME:** Noah Tsubaki

---

**COMMENT:**

I Take the busses every winter and the traffic is terrible, sometimes I have to wait 2-3 hours for a bus it's insane, this would really make things a lot better **(32.29D)**

**COMMENT #:** 1080  
**DATE:** 6/29/21 4:49 PM  
**SOURCE:** Website  
**NAME:** Alex Johncock

---

**COMMENT:**

As a resident of Cottonwood Heights and a skier myself, I would like to state my support for the gondola solution. Logically it makes a lot of sense and addresses many of the issues at hand. **(32.2.9D)**

**COMMENT #:** 1081  
**DATE:** 6/29/21 4:49 PM  
**SOURCE:** Website  
**NAME:** Jared Foerster

---

**COMMENT:**

I think the gondola is the better of the two options. Everytime I ski, I worry about getting stuck up the canyon due to road closures. The gondola would speed up the transportation down the canyon during road closures. **(32.2.9D)**



**COMMENT #:** 1082  
**DATE:** 6/29/21 4:50 PM  
**SOURCE:** Website  
**NAME:** Robert Kirschner

---

**COMMENT:**

I fully support the gondola option. I live in Cottonwood Heights, in the Giverney neighborhood, close to where the La Caille station would be. Let's get this done !! **(32.2.9D)**

**COMMENT #:** 1083  
**DATE:** 6/29/21 4:50 PM  
**SOURCE:** Website  
**NAME:** Mark Douglass

---

**COMMENT:**

Gondola, please. In addition to easing traffic, it would be a fun way to enjoy traveling up and down the canyon during the non-winter months. One could enjoy the canyon beauty. This is another attraction for out of town visitors. It attracts visitors without adding to traffic congestion. **(32.2.9D)**

**COMMENT #:** 1084  
**DATE:** 6/29/21 4:54 PM  
**SOURCE:** Website  
**NAME:** Blake Fredrickson

---

**COMMENT:**

The gondola is the clear choice. Please think of the future and build this now, not in 25 years.  
Thank you, **(32.2.9D)**  
Blake Fredrickson

**COMMENT #:** 1085  
**DATE:** 6/29/21 4:55 PM  
**SOURCE:** Website  
**NAME:** Richard John Lassere

---

**COMMENT:**

I strongly recommend the gondola option. Thanks **(32.2.9D)**

**COMMENT #:** 1086  
**DATE:** 6/29/21 4:55 PM  
**SOURCE:** Website  
**NAME:** Eric Soloff

---

**COMMENT:**

I vote Gondola **(32.2.9D)**

**COMMENT #:** 1087  
**DATE:** 6/29/21 4:57 PM  
**SOURCE:** Website  
**NAME:** Mara Kushner

---

**COMMENT:**

I am in support of putting in a Gondola in Little cottonwood canyon. **(32.2.9D)** Traffic and carbon emission are both going up as more and more people are in salt lake or coming to visit and ski in Utah and as a result there is always a red snake of traffic to get up the canyon. This would help the resorts with parking and allow for people help out our world by not putting more carbon emissions into our world. **(32.10A)**

**COMMENT #:** 1088  
**DATE:** 6/29/21 4:57 PM  
**SOURCE:** Website  
**NAME:** Paul Lewis

---

**COMMENT:**

I support the Gondola solution. Switzerland has many gondolas. Hong Kong has a very long gondola like the one that would be needed in Little Cottonwood Canyon **(32.2.9D)**

**COMMENT #:** 1089  
**DATE:** 6/29/21 4:57 PM  
**SOURCE:** Website  
**NAME:** Adria Smith

---

**COMMENT:**

Please go with the gondola option. **(32.2.9D)**



**COMMENT #:** 1090  
**DATE:** 6/29/21 4:57 PM  
**SOURCE:** Website  
**NAME:** Chris Candilora

---

**COMMENT:**

I encourage UDOT to reduce our reliance on vehicles and voice my support for the gondola option. Not only will it avoid more paving, emissions and drastic permanent changes in the canyon required by the expanded bus proposal, but the gondola will provide a more reliable long-term solution. **(32.2.9D)**

**COMMENT #:** 1091  
**DATE:** 6/29/21 4:58 PM  
**SOURCE:** Website  
**NAME:** Denise Howell

---

**COMMENT:**

The LCC gondola is a great idea, let's make it happen! **(32.2.9D)**

**COMMENT #:** 1092  
**DATE:** 6/29/21 4:59 PM  
**SOURCE:** Website  
**NAME:** J. Tom Nelson

---

**COMMENT:**

As a seasonal employee at Snowbird, my observations are as follows:

- I believe that the prudent solution, long-term, is to build the gondola system. It's costly, but the benefits to the environment and to the proactive future of the canyon and its recreational venues cannot be dismissed.

-The perception of the gondola moving thousands of people safely up and down the canyon during all types of weather signals futuristic thinking which already is existent with Snowbird's new cogeneration facility.

-Finally, neither Alta nor Snowbird necessarily need/want more traffic on their mountains; they simply need to move more people safely and efficiently. Addressing resort growth will be another discussion for another day, but the gondola gets my vote without question. **(32.2.9D)**

**COMMENT #:** 1093  
**DATE:** 6/29/21 4:59 PM  
**SOURCE:** Website  
**NAME:** Nancy Schutt

---

**COMMENT:**

I support the gondola as the best solution to the traffic and congestion in LCC, especially on snow days. It is the best way of ensuring a flow of traffic even when avalanche danger causes the road to close. But in order for it to work there has to be ample parking both at the hubs and at the base station.  
**(32.2.9D)**

**COMMENT #:** 1094  
**DATE:** 6/29/21 4:59 PM  
**SOURCE:** Website  
**NAME:** Scott McJames

---

**COMMENT:**

Don't do a gondola, put a gate at the bottom. When Alta and Snowbird are full, close the gate. When a skier comes down and passes the gate a skier is allowed up. **(32.2.2L and 32.2.4A)**

**COMMENT #:** 1095  
**DATE:** 6/29/21 5:00 PM  
**SOURCE:** Website  
**NAME:** Mary Zeigle

---

**COMMENT:**

I support the gondola concept and would like to see this project implemented. (32.2.9D)

**COMMENT #:** 1096  
**DATE:** 6/29/21 5:02 PM  
**SOURCE:** Website  
**NAME:** Al Ackerman

---

**COMMENT:**

As a season pass holder and now utah resident I believe the gondola is the best solution to traffic in LCC. (32.2.9D)

**COMMENT #:** 1097  
**DATE:** 6/29/21 5:02 PM  
**SOURCE:** Website  
**NAME:** Julie Wood

---

**COMMENT:**

7,000 cars a day go up the canyon, yet only 1,800 parking spots at the Station. How is this actually going to help traffic up Wasatch and for the local residents? **(32.2.6.2.1C and 32.2.6.5E)** I do not see this as a good solution, especially for the visual pollution that the gondola will cause all the way up the canyon. **(32.17A)** Snowbird might love the look of their trams, but to have something similar all the way up the canyon is a tragedy. Up the bus system. Make it reliable and frequent with warm and covered stops at the top and bottom. **(32.2.9A)**



**COMMENT #:** 1098  
**DATE:** 6/29/21 5:03 PM  
**SOURCE:** Website  
**NAME:** Michael Elliott

---

**COMMENT:**

We want the gondola! Give us the gondola! What a great idea and great attraction. **(32.2.9D)**

**COMMENT #:** 1099  
**DATE:** 6/29/21 5:03 PM  
**SOURCE:** Website  
**NAME:** Mina Agle

---

**COMMENT:**

I believe the best solution is a rail link. **(32.2.9F)** LCC should be closed to private vehicles. **(32.2.2L)**  
The model for this is Zermatt, Switzerland, where rail is mandatory and successful.

**COMMENT #:** 1100  
**DATE:** 6/29/21 5:04 PM  
**SOURCE:** Website  
**NAME:** David Dolinar

---

**COMMENT:**

Go go gondola! (32.2.9D)

**COMMENT #:** 1101  
**DATE:** 6/29/21 5:05 PM  
**SOURCE:** Website  
**NAME:** Lisa Redmond

---

**COMMENT:**

I think the gondola is a great idea to preserve the canyon and I am fully in favour of it. **(32.2.9D)**

**COMMENT #:** 1102  
**DATE:** 6/29/21 5:05 PM  
**SOURCE:** Website  
**NAME:** Brooke Sartawi

---

**COMMENT:**

The gondola plan is better than alternatives. (32.2.9D)

**COMMENT #:** 1103  
**DATE:** 6/29/21 5:07 PM  
**SOURCE:** Website  
**NAME:** Kaydee Manes

---

**COMMENT:**

The gondola is the way to go! **(32.2.9D)**

**COMMENT #:** 1104  
**DATE:** 6/29/21 5:08 PM  
**SOURCE:** Website  
**NAME:** Sandi Brown

---

**COMMENT:**

Adding more busses, running some year round. **(32.2.6.3C)** People can catch a bus at many locations around the valley, **(32.2.2I)** the gondola will require all cars to congregate at the mouth of the canyon increasing congestion there. **(32.2.6.5E)**

**COMMENT #:** 1105  
**DATE:** 6/29/21 5:08 PM  
**SOURCE:** Website  
**NAME:** Jeneen S. Nelsen

---

**COMMENT:**

ABSOLUTELY DO NOT BUILD THIS TAX BURDEN WITH NO PROFIT EXPECTED! I am tired of the frugal picking up the bill extravagant! Put it on the ballot! **(32.2.9G)**



**COMMENT #:** 1106  
**DATE:** 6/29/21 5:11 PM  
**SOURCE:** Website  
**NAME:** Brendan Kirkey

---

**COMMENT:**

I support the gondola **(32.2.9D)**

**COMMENT #:** 1107  
**DATE:** 6/29/21 5:11 PM  
**SOURCE:** Website  
**NAME:** Robert Wassom

---

**COMMENT:**

I wholeheartedly support a gondola in Little Cottonwood Canyon. We don't need more pavement and more vehicle pollution!!! (32.2.9D)

**COMMENT #:** 1108  
**DATE:** 6/29/21 5:13 PM  
**SOURCE:** Website  
**NAME:** peter vanderheide

---

**COMMENT:**

Bus is the preferred method to ease traffic in the lcc. Adding buses is key. Increasing frequency is second. **(32.2.9A)** Not leaving riders at stops is important. Please do not construct a gondola. **(32.2.9E)**

**COMMENT #:** 1109  
**DATE:** 6/29/21 5:14 PM  
**SOURCE:** Website  
**NAME:** Martin Cole

---

**COMMENT:**

I get nauseous riding the bus so gondola is only option for me, plus it alleviates some avalanche concerns **(32.2.9D)**

**COMMENT #:** 1110  
**DATE:** 6/29/21 5:14 PM  
**SOURCE:** Website  
**NAME:** Janie Ward

---

**COMMENT:**

I support the gondola idea. Thank you for hearing all voices in the community. This is a great option for preserving the canyon and still letting people see the beauty. **(32.2.9D)**

**COMMENT #:** 1111  
**DATE:** 6/29/21 5:14 PM  
**SOURCE:** Website  
**NAME:** Dale Branson

---

**COMMENT:**

The snow sheds to mitigate the avalanches should have been constructed years ago. **(32.2.9K)** The road needs to be widened to 4 lanes; two up and two down to allow people to drive around the barely capable drivers that create the backups. **(32.2.2P)** 25mph in an AWD snow tire equipped vehicle is reasonable for most conditions. 10mph just irritates most drivers. I do not believe you will actually have a bus every 5 minutes. The current bus system adds almost an hour to a 2-3 hour ski day. The gondola seems the best option providing it takes you to the top and there is adequate parking at the base. I am even happy to pay a fee/season pass if the gondola will take me to the top and I have a parking spot. **(32.2.9D)** You could even have my spot expire at 10am or pick an hour. Or, have a reservation system for parking pass holders. **(32.2.6 B)** Whether I can ski or not, once I get to the top doesn't matter. Keep it closed to skiing until patrol deems it safe, but get me out of the damned parking lot maze! Open a lodge for breakfast at the top of the gondola before skiing opens for the day. I'll be early. I am certain skiers will arrive early for breakfast if it is allowed. Movement out of the parking lot maze/line improves customer experience. I realize early arrivals prior to skiing at the top of the resort is a decision for the resorts. I hope this is a helpful opinion.

**COMMENT #:** 1112  
**DATE:** 6/29/21 5:16 PM  
**SOURCE:** Website  
**NAME:** Geoffrey Boldon

---

**COMMENT:**

I support the Gondola solution. More cars and buses is not sustainable or responsible. Let's future proof the canyon and look toward sustainability, not clutter. **(32.2.9D)**

**COMMENT #:** 1113  
**DATE:** 6/29/21 5:17 PM  
**SOURCE:** Website  
**NAME:** Mike Adamo

---

**COMMENT:**

I support the Gondola much better solution than busses! **(32.2.9D)**



**COMMENT #:** 1114  
**DATE:** 6/29/21 5:18 PM  
**SOURCE:** Website  
**NAME:** Jason Bush

---

**COMMENT:**

I would love to see the gondola happen! A great, year-round option to mitigate traffic in LCC! LET'S MAKE IT HAPPEN!!! **(32.2.9D)**

**COMMENT #:** 1115  
**DATE:** 6/29/21 5:19 PM  
**SOURCE:** Website  
**NAME:** Chris Bertran

---

**COMMENT:**

No gondola. (32.2.9E)

**COMMENT #:** 1116  
**DATE:** 6/29/21 5:20 PM  
**SOURCE:** Website  
**NAME:** Danton Hinerman

---

**COMMENT:**

The Gondola proposal provides a much better long term solution. I don't believe an expanded bus system would do much to solve the problem. Personally I would still rather drive my own car even with an expanded bus service. That said, I would much prefer taking the gondola up rather than driving. Given the influx of tourists, I believe the Gondola option will need to be pursued long term even if bus routes are expanded **(32.2.9D)**

**COMMENT #:** 1117  
**DATE:** 6/29/21 5:20 PM  
**SOURCE:** Website  
**NAME:** Brendan Ryan

---

**COMMENT:**

This gondola is long term thinking! Fully support! **(32.2.9D)**

**COMMENT #:** 1118  
**DATE:** 6/29/21 5:21 PM  
**SOURCE:** Website  
**NAME:** Matt Lovejoy

---

**COMMENT:**

This seems to be the best alternative considering safety and the environmental impact. **(32.29D)**

**COMMENT #:** 1119  
**DATE:** 6/29/21 5:23 PM  
**SOURCE:** Website  
**NAME:** Mark Dibb

---

**COMMENT:**

I would love to see a gondola system for little cottonwood canyon. In fact I think it would be so popular that we would hopefully get one in big cottonwood canyon too! But baby steps. Please move forward with this proposal **(32.2.9D)**

**COMMENT #:** 1120  
**DATE:** 6/29/21 5:23 PM  
**SOURCE:** Website  
**NAME:** Sarah Davies

---

**COMMENT:**

Please consider mass transit or gondola options for LCC. The number of vehicles traveling up the canyon is not sustainable, even with increased bus options. If we move towards a light rail or gondola we are moving more towards the long term solutions that have existed in Europe. **(32.2.9D and 32.2.9F)**

Thank you, Sarah Davies

**COMMENT #:** 1121  
**DATE:** 6/29/21 5:23 PM  
**SOURCE:** Website  
**NAME:** Taylor Tawzer

---

**COMMENT:**

I work at The Cliff Lodge and know this would be absolutely wonderful. No more days I can't work, nights stuck up the canyon, traffic congestion making me need to leave way earlier or possibly making me late to work. Build it as soon as possible, please! **(32.29C)**



**COMMENT #:** 1122  
**DATE:** 6/29/21 5:24 PM  
**SOURCE:** Website  
**NAME:** Sean Finnegan

---

**COMMENT:**

I support the gondola option. **(32.2.9D)**

**COMMENT #:** 1123  
**DATE:** 6/29/21 5:24 PM  
**SOURCE:** Website  
**NAME:** Sarah Davies

---

**COMMENT:**

Please consider mass transit or gondola options for LCC. The number of vehicles traveling up the canyon is not sustainable, even with increased bus options. If we move towards a light rail or gondola we are moving more towards the long term solutions that have existed in Europe. **(32.2.9D and 32.2.9F)**

Thank you, Sarah Davies

**COMMENT #:** 1124  
**DATE:** 6/29/21 5:24 PM  
**SOURCE:** Website  
**NAME:** John Gellert

---

**COMMENT:**

We prefer the gondola option - less traffic and construction **(32.2.9D)**

**COMMENT #:** 1125  
**DATE:** 6/29/21 5:26 PM  
**SOURCE:** Website  
**NAME:** Jeff Gaufin

---

**COMMENT:**

Gondola is the best way to get LCC users up the canyon. (32.2.9D)

**COMMENT #:** 1126  
**DATE:** 6/29/21 5:27 PM  
**SOURCE:** Website  
**NAME:** Peter Aengst

---

**COMMENT:**

I support the gondola B alternative if it will be subsidized and not cost additional funds beyond lift ticket cost (32.2.9D and 32.2.4A))

**COMMENT #:** 1127  
**DATE:** 6/29/21 5:30 PM  
**SOURCE:** Website  
**NAME:** Duane Karren

---

**COMMENT:**

I prefer the gondola. May be times when wind holds will shut it down but they will be minimal compared to slides, slide offs and other road blockages. **(32.2.9D)**

**COMMENT #:** 1128  
**DATE:** 6/29/21 5:31 PM  
**SOURCE:** Website  
**NAME:** Jennifer Elizabeth

---

**COMMENT:**

Please preserve the canyons. **(32.29G)**

**COMMENT #:** 1129  
**DATE:** 6/29/21 5:32 PM  
**SOURCE:** Website  
**NAME:** Danielle Jarvis

---

**COMMENT:**

This is a great idea that is long overdue **(32.29D)**



**COMMENT #:** 1130  
**DATE:** 6/29/21 5:32 PM  
**SOURCE:** Website  
**NAME:** Celestino Leal

---

**COMMENT:**

How about restricting the number of skiers at Alta and Snowbird. **(32.2.2K)**

Traffic and over crowding was not an issue until skiing was over promoted during and after the 2002 Olympics. Now you want to make it even worse by cramming even more people at the resorts. Have you not made enough money that now you want taxpayers to finance your attempt to make more money? **(32.20C)**

**COMMENT #:** 1131  
**DATE:** 6/29/21 5:33 PM  
**SOURCE:** Website  
**NAME:** Mark Foote

---

**COMMENT:**

Neither of the two options are adequate. The gondola is extremely expensive for the passenger rate per hour. The bus lane does little to reduce car traffic. An elevated 2 track monorail would be far more efficient in getting skiers to the slopes at a high rate **(32.2.2I)**

**COMMENT #:** 1132  
**DATE:** 6/29/21 5:33 PM  
**SOURCE:** Website  
**NAME:** Colleen Paquet

---

**COMMENT:**

I am in support of the gondola **(32.2.9D)**

**COMMENT #:** 1133  
**DATE:** 6/29/21 5:34 PM  
**SOURCE:** Website  
**NAME:** Janet Farkas

---

**COMMENT:**

Gondola looks like the best solution to me. So much easier and nicer to get on and off and ride in than busses. **(32.2.9D)**  
Does it really need to run year round? **(32.2.6.5F)**

**COMMENT #:** 1134  
**DATE:** 6/29/21 5:37 PM  
**SOURCE:** Website  
**NAME:** Shirley Hebert

---

**COMMENT:**

Although I would like to still drive up the canyon, another lane would be horrible and just add to the demise of LCC. **(32.2.9C)**

**COMMENT #:** 1135  
**DATE:** 6/29/21 5:39 PM  
**SOURCE:** Website  
**NAME:** Gary Glaze

---

**COMMENT:**

I am all for the Gondola project **(32.2.9D)**

**COMMENT #:** 1136  
**DATE:** 6/29/21 5:39 PM  
**SOURCE:** Website  
**NAME:** Michael Eddington

---

**COMMENT:**

I do support the gondola option-(32.2.9D) I just wonder about the slide areas further up the canyon.  
(32.2.6.5K)

**COMMENT #:** 1137  
**DATE:** 6/29/21 5:40 PM  
**SOURCE:** Website  
**NAME:** Nate Hansen

---

**COMMENT:**

A gondola is a better option for everyone don't be idiots and choose the gondola. **(32.2.9D)**



**COMMENT #:** 1138  
**DATE:** 6/29/21 5:41 PM  
**SOURCE:** Website  
**NAME:** Rich Kuipers

---

**COMMENT:**

I think the Gondola would be a great solution and would be a benefit in both summer and winter travel and be unique and drive unique customers to Utah. **(32.2.9D)**

**COMMENT #:** 1139  
**DATE:** 6/29/21 5:43 PM  
**SOURCE:** Website  
**NAME:** Rachel Ross

---

**COMMENT:**

Ive only lived in salt lake for about a year now, and I can honestly say that the cottonwood canyons are the reason I stay. A gondola might sound wonderful from a tourism standpoint, but if we're not looking to be the next big societal failure in terms of wealth structure and "locals against tourists", I would sure hope we never begin construction on the gondola. Please. **(32.2.9E)**

**COMMENT #:** 1140  
**DATE:** 6/29/21 5:44 PM  
**SOURCE:** Website  
**NAME:** Lynn Shattuck

---

**COMMENT:**

Please go with the gondola option **(32.2.9D)**

**COMMENT #:** 1141  
**DATE:** 6/29/21 5:44 PM  
**SOURCE:** Website  
**NAME:** Jordan Fichthorn

---

**COMMENT:**

I would definitely prefer the Gobdola. I think it's a much smarter option in the long run. Most people just don't use buses, so even if it was an expanded bus system, it would be much harder to get widespread adoption of the bus system. **(32.2.9D)**

**COMMENT #:** 1142  
**DATE:** 6/29/21 5:46 PM  
**SOURCE:** Website  
**NAME:** Marissa Popp

---

**COMMENT:**

Do the gondola. More buses on a dangerous road where one mistake can result in blocking traffic for hours doesn't seem like the most efficient solution. Do the gondolas and invest now for it to be easier later **(32.2.9D)**

**COMMENT #:** 1143  
**DATE:** 6/29/21 5:47 PM  
**SOURCE:** Website  
**NAME:** Cam McCall

---

**COMMENT:**

This needs to happen. This would not only cut down on carbon emissions, **(32.2.9D)** saving the wildlife, **(32.13A)** but cut down on accidents and potential fatalities, to the users of the canyons! I love this idea and would absolutely love to see it come to fruition. **(32.29D)**

**COMMENT #:** 1144  
**DATE:** 6/29/21 5:56 PM  
**SOURCE:** Website  
**NAME:** Cory Savino

---

**COMMENT:**

This is a great idea, I hope this happens **(32.29D)**

**COMMENT #:** 1145  
**DATE:** 6/29/21 6:00 PM  
**SOURCE:** Website  
**NAME:** Cassidy Beck

---

**COMMENT:**

I support the Gondola B **(32.2.9D)**



**COMMENT #:** 1146  
**DATE:** 6/29/21 6:00 PM  
**SOURCE:** Website  
**NAME:** Jennifer Whitehead

---

**COMMENT:**

I would love the gondola or funicular option. A giant parking deck at the mouth of the canyon would be good too. Thanks. **(32.2.9D)**

**COMMENT #:** 1147  
**DATE:** 6/29/21 6:02 PM  
**SOURCE:** Website  
**NAME:** Bromley Busath

---

**COMMENT:**

As a skier the gondola is a no brainer! **(32.2.9D)** I would choose that vs driving every time. I currently choose to drive up the canyon (often alone) vs riding the bus. The slow crowded windy bus rides are miserable tend to leave me frustrated car sick and dreading the return trip.

As a cabin owner in big cottonwood I would love to see some of the traffic alleviated for those days we do need to drive up the canyon. I think it would fair to tax property owner in the canyon in order to help pay for the initial build. **(32.2.7A)** I also think that Snowbird and Alta should help pay for and maintain the gondola in a meaningful way (Im not so sure their current offers of are sufficient). They would clearly benefit tremendously from its construction and it only seems fair that they help with construction. I can only imagine how expensive contraction of the gondola would be but I it is clear to me that it would pay divid ends for decades to come. **(32.2.7A)**

**COMMENT #:** 1148  
**DATE:** 6/29/21 6:03 PM  
**SOURCE:** Website  
**NAME:** Shantel Henderson

---

**COMMENT:**

I would like to vote for the gondola **(32.2.9D)**

**COMMENT #:** 1149  
**DATE:** 6/29/21 6:04 PM  
**SOURCE:** Website  
**NAME:** Reese Moore

---

**COMMENT:**

I support this (32.29D)

**COMMENT #:** 1150  
**DATE:** 6/29/21 6:06 PM  
**SOURCE:** Website  
**NAME:** Karla Twinting

---

**COMMENT:**

A better way to transport people in Little Cottonwood Canyon is an enhanced bus service and get rid of cars in the canyon, this would be more cost effective with the least imoact. **(2.2.2B)**

**COMMENT #:** 1151  
**DATE:** 6/29/21 6:07 PM  
**SOURCE:** Website  
**NAME:** Kristi Boyce

---

**COMMENT:**

Please no! This is so short-sighted and will ruin LCC for generations. Don't do it, please! Keep the canyon for my children! This is a disgusting money grab that flies in the face of conservation and sustainability from every angle. **(32.2.9G, 32.29D, and 32.29G)**

**COMMENT #:** 1152  
**DATE:** 6/29/21 6:08 PM  
**SOURCE:** Website  
**NAME:** Olga Hoff

---

**COMMENT:**

Gondola to the Bird is a fantastic, environmentally responsible solution that will benefit this state for years to come! **(32.2.9D)**

**COMMENT #:** 1153  
**DATE:** 6/29/21 6:09 PM  
**SOURCE:** Website  
**NAME:** Jeffrey Sharpe

---

**COMMENT:**

I support the Gondola. Long overdue. **(32.2.9D)**



**COMMENT #:** 1154  
**DATE:** 6/29/21 6:10 PM  
**SOURCE:** Website  
**NAME:** Dylan Alexander

---

**COMMENT:**

The gondola option will provide the most consistent travel times from lot to resorts, especially during adverse weather conditions. **(32.2.9D)** The busses will be affected by canyon closures, avalanche mitigation, poor road conditions, and the inevitable accidents. **(32.2.9C)** A gondola will provide a more pleasurable ride to and from the resorts compared to riding a bus up a winding canyon road. As someone who often skis before work it would be nice knowing I can take a reliable gondola with consistent travel times back down the canyon and not be faced with the uncertainty of having to take a bus.

**COMMENT #:** 1155  
**DATE:** 6/29/21 6:11 PM  
**SOURCE:** Website  
**NAME:** Spencer Barnett

---

**COMMENT:**

I support the gondola **(32.2.9D)**

**COMMENT #:** 1156  
**DATE:** 6/29/21 6:13 PM  
**SOURCE:** Website  
**NAME:** Brent Bowen

---

**COMMENT:**

I like the gondola concept because it's less impactful on the canyon than widening the road. **(32.2.9D)**

**COMMENT #:** 1157  
**DATE:** 6/29/21 6:13 PM  
**SOURCE:** Website  
**NAME:** Jennifer Stoddard

---

**COMMENT:**

I am a frequent visitor during ski season. I support the gondola! **(32.2.9D)**

**COMMENT #:** 1158  
**DATE:** 6/29/21 6:14 PM  
**SOURCE:** Website  
**NAME:** Jason Frazier

---

**COMMENT:**

I love this idea. There should be another gondola going up big cottonwood, and a third connecting Alta to Brighton and Brighton to Park City. **(32.2.2A and 32.2.2N)**

**COMMENT #:** 1159  
**DATE:** 6/29/21 6:14 PM  
**SOURCE:** Website  
**NAME:** Steve russell

---

**COMMENT:**

I LOVE the gondola option. I believe this would enhance our State immensely! No one wants to ride a bus. You could charge appropriately for the rides. It costs hundreds to ski so I don't see why \$50 or so more will matter **(32.2.9D and 32.2.4A)**

**COMMENT #:** 1160  
**DATE:** 6/29/21 6:15 PM  
**SOURCE:** Website  
**NAME:** Miranda Small

---

**COMMENT:**

A gondola would allow for greatest access to the canyon, with the least impact to the canyon. Please consider choosing to keep Utah beautiful and limiting impact on the reason people go to the canyon.  
**(32.2.9D)**

**COMMENT #:** 1161  
**DATE:** 6/29/21 6:15 PM  
**SOURCE:** Website  
**NAME:** James Brownell

---

**COMMENT:**

No way most people are wearing ski boots on the gondola for 36 mins to get to Alta. Need to plan for at last many people carrying boots and skis. **(32.2.3A)**. Also want to know how you line up/queue up for the gondola when its very busy, want to avoid standing in line for an hour, hopefully something smarter using technology. **(32.2.6.5C)** Otherwise I think its great to get cars out of the canyon. **(32.2.2L)**



**COMMENT #:** 1162  
**DATE:** 6/29/21 6:15 PM  
**SOURCE:** Website  
**NAME:** Tyler Vongsawad

---

**COMMENT:**

I've read several different times ranging from 28 minutes to 55 minutes to get from La Caille station to Snowbird with the Gondola option. That's a pretty large variation... I think 35 minutes or less presents a good time in my opinion. **(32.2.6.5O)** My other question would be as to how long it would take to load up into the gondola and how long the line might be. **(32.2.6.5C)**. Also, what's the thought on a gondola from American Fork Canyon? **(32.2.2J)**

**COMMENT #:** 1163  
**DATE:** 6/29/21 6:17 PM  
**SOURCE:** Website  
**NAME:** Jon Last

---

**COMMENT:**

I am in favor of the gondola proposal. Keeps traffic on the road at a minimum. Avalanches and road conditions will result in continual delays, closures, accidents, traffic jams, pollution etc. Let's get a world class option ( gondola) and charge a toll to use the roadway on 210. **(32.2.9D)**

**COMMENT #:** 1164  
**DATE:** 6/29/21 6:19 PM  
**SOURCE:** Website  
**NAME:** Christina Niemann

---

**COMMENT:**

GONGOLA 4 LYFE! (32.2.9D)

**COMMENT #:** 1165  
**DATE:** 6/29/21 6:19 PM  
**SOURCE:** Website  
**NAME:** Edson De Lima Rabelo

---

**COMMENT:**

The idea is perfect! Easy way to get to the ski stations and preserving the environment is the way to go! We simply hope that the access to it is affordable for whoever wants to use it, and not only for the rich ones. **(32.29D)**

**COMMENT #:** 1166  
**DATE:** 6/29/21 6:20 PM  
**SOURCE:** Website  
**NAME:** Lynn Breidenbach

---

**COMMENT:**

Please endorse the gondola option. We need to reduce any type of vehicle traffic in the canyon.  
**(32.2.9D)**

**COMMENT #:** 1167  
**DATE:** 6/29/21 6:20 PM  
**SOURCE:** Website  
**NAME:** Madeline Voloshin

---

**COMMENT:**

This EIS fails to take into account the other uses of Little Cottonwood Canyon, many other recreational activities take place in the canyon year-round. The proposed alternatives could potentially destroy over 110 boulder problems, some of which have been historically important to the growth and development of the sport. **(32.4A and 32.4B)** In addition, some of the proposed alternatives will ruin the natural beauty of the canyon and create an eyesore. **(32.17A and 32.17B)**

**COMMENT #:** 1168  
**DATE:** 6/29/21 6:22 PM  
**SOURCE:** Website  
**NAME:** Adam Majer

---

**COMMENT:**

As an out of state resident that visitors SLC in the winter to ski, this project would make travel even more easily and pretty much make a rental car unnecessary. This would lead to visitors spending more money on the local economy by finding things other than car rental companies. Fully support this project! **(32.29D)**

**COMMENT #:** 1169  
**DATE:** 6/29/21 6:23 PM  
**SOURCE:** Website  
**NAME:** Robin Richards

---

**COMMENT:**

I support the gondola solution. Besides the beautiful ride, we won't need to widen the road. It's above the traffic and avalanches. **(32.2.9D)**



**COMMENT #:** 1170  
**DATE:** 6/29/21 6:23 PM  
**SOURCE:** Website  
**NAME:** Megan Crehan

---

**COMMENT:**

I'm in support of the gondola for LCC transportation. The overall impact will be less than expanding lanes or improving bus routes. Gondolas are already a proven mode of transportation across the world.  
**(32.2.9D)**

**COMMENT #:** 1171  
**DATE:** 6/29/21 6:24 PM  
**SOURCE:** Website  
**NAME:** Porter Mitchell

---

**COMMENT:**

I think the gondol would be an amazing idea. please highly consider adding it. you won't regret it  
(32.2.9D)

**COMMENT #:** 1172  
**DATE:** 6/29/21 6:26 PM  
**SOURCE:** Website  
**NAME:** Sydney Congdon

---

**COMMENT:**

Please support the gondola option in LCC. **(32.2.9D)**

**COMMENT #:** 1173  
**DATE:** 6/29/21 6:30 PM  
**SOURCE:** Website  
**NAME:** Brinton Wise

---

**COMMENT:**

The gondola would be amazing! Strongly support. **(32.2.9D)**

**COMMENT #:** 1174  
**DATE:** 6/29/21 6:30 PM  
**SOURCE:** Website  
**NAME:** Jonathan Merrill

---

**COMMENT:**

I am pro-gondola. Please move forward with the gondola plan! **(32.2.9D)**

**COMMENT #:** 1175  
**DATE:** 6/29/21 6:31 PM  
**SOURCE:** Website  
**NAME:** Brad Murrell

---

**COMMENT:**

I oppose a gondola being built in Little Cottonwood Canyon. **(32.2.9E)**

**COMMENT #:** 1176  
**DATE:** 6/29/21 6:31 PM  
**SOURCE:** Website  
**NAME:** Michaela Velarde

---

**COMMENT:**

Could be nice to have a couple stops to accommodate other sports (fishing, hiking, bouldering) at areas like storm mountain etc. could there be a system of gondolas and encourage more outdoor enthusiasts to utilize public transit than just ski and snowboard crowd? Just a thought. **(32.2.6.5G)**

**COMMENT #:** 1177  
**DATE:** 6/29/21 6:31 PM  
**SOURCE:** Website  
**NAME:** John Watkins

---

**COMMENT:**

Please build the gondola! (32.2.9D)



**COMMENT #:** 1178  
**DATE:** 6/29/21 6:33 PM  
**SOURCE:** Website  
**NAME:** Paul Ealy

---

**COMMENT:**

Gondola, less susceptible to weather/avalanches. **(32.2.9D)**

**COMMENT #:** 1179  
**DATE:** 6/29/21 6:33 PM  
**SOURCE:** Website  
**NAME:** Victoria Chamberlain

---

**COMMENT:**

I'm in favor of a Gondula! **(32.2.9D)**

**COMMENT #:** 1180  
**DATE:** 6/29/21 6:34 PM  
**SOURCE:** Website  
**NAME:** Ary Faraji

---

**COMMENT:**

The gondola is the best option to preserve our canyons. We fully support this option. **(32.2.9D)**

**COMMENT #:** 1181  
**DATE:** 6/29/21 6:36 PM  
**SOURCE:** Website  
**NAME:** Morgan Wimmer

---

**COMMENT:**

I am in support of the proposed gondola system. Why I love this plan is that people can still choose to ride busses or drive or use the gondola. **(32.2.2W)** The other proposals don't offer this many options. This increases flexibility, decreases traffic, decreases omissions. It's the best option. **(32.2.9D)**

**COMMENT #:** 1182  
**DATE:** 6/29/21 6:39 PM  
**SOURCE:** Website  
**NAME:** Brooke Jurges

---

**COMMENT:**

I love the gondola idea! Please do that! I truly think that is the best option for our wonderful Little Cottonwood Canyon. **(32.2.9D)** I also think it would have minimal impact on the surrounding wildlife! **(32.13A)**

**COMMENT #:** 1183  
**DATE:** 6/29/21 6:39 PM  
**SOURCE:** Website  
**NAME:** Andrew Colbert

---

**COMMENT:**

Pro gondola source from 100% renewable energy. (32.2.9D and 32.2.6.5P)

**COMMENT #:** 1184  
**DATE:** 6/29/21 6:39 PM  
**SOURCE:** Website  
**NAME:** Richard Rizzo

---

**COMMENT:**

We need a good alternative, and I believe this will serve its purpose **(32.2.9D)**

**COMMENT #:** 1185  
**DATE:** 6/29/21 6:42 PM  
**SOURCE:** Website  
**NAME:** Marc Herrmann

---

**COMMENT:**

I think the gondola would a great addition. (32.2.9D)



**COMMENT #:** 1186  
**DATE:** 6/29/21 6:42 PM  
**SOURCE:** Website  
**NAME:** Delaney Tyon

---

**COMMENT:**

The current system is inefficient and causes problems. The gondola seems to be a real solution for the future. **(32.2.9D)**

**COMMENT #:** 1187  
**DATE:** 6/29/21 6:42 PM  
**SOURCE:** Website  
**NAME:** John Watkins

---

**COMMENT:**

Electric bases would be best. Less carbon. (32.2.6.3F)

**COMMENT #:** 1188  
**DATE:** 6/29/21 6:42 PM  
**SOURCE:** Website  
**NAME:** Alan Makhinson

---

**COMMENT:**

The gondola is the best solution for long term, high capacity, reliable transportation to the resorts  
(32.2.9D)

**COMMENT #:** 1189  
**DATE:** 6/29/21 6:43 PM  
**SOURCE:** Website  
**NAME:** Nate Fastenberg

---

**COMMENT:**

The Gondola is the obvious option. Busses only consume more resources such a gas, concrete for paving and a variety of other things necessary for expanded road construction which would further inhibit the wildlife and land in the canyon. **(32.13A)** The gondola is best for energy and less invasive. **(32.2.9D)**

**COMMENT #:** 1190  
**DATE:** 6/29/21 6:46 PM  
**SOURCE:** Website  
**NAME:** William Fowler

---

**COMMENT:**

I know people who come from all over the world to ride their bicycles in our majestic canyons. Please leave us a safe cycling lane in the summer that will be a perfect bus lane in the winter! **(32.2.9B)**

**COMMENT #:** 1191  
**DATE:** 6/29/21 6:46 PM  
**SOURCE:** Website  
**NAME:** John Thompson

---

**COMMENT:**

I ski at Snowbird for an annual holiday and I see the gondola option as being much safer and more reliable. We always have a plane to catch! **(32.2.9D)**

**COMMENT #:** 1192  
**DATE:** 6/29/21 6:47 PM  
**SOURCE:** Website  
**NAME:** Lisa Bartlit

---

**COMMENT:**

The gondola option preserves little cottonwood canyon and serves as the only good solution for moving people up/down the canyon on avalanche impacted days. The alternative does not guarantee safe passage up/down the canyon during heavy snow days.  
I vote for the gondola! **(32.2.9D)**

**COMMENT #:** 1193  
**DATE:** 6/29/21 6:47 PM  
**SOURCE:** Website  
**NAME:** Kelly McNinch

---

**COMMENT:**

Busses are not the answer. They are still marginal on snow days and often backed up with long lines waiting to get on an already overcrowded often late/inconsistent service. **(32.2.9C)** The gondola will alleviate traffic congestion and be less prone to canyon closures. I have worked the canyon for 30 years and have seen exponential growth in traffic and skier visits. The congestion has made me consider leaving, I know the gondola will be expensive. The long term outlook is my reasoning for supporting this. **(32.2.9D)** Water quality, less carbon emissions from cars. The gondola will help preserve what is left of an incredible natural resource that is under currently under heavy use and will only get worse as Salt Lake grows. **(32.12A and 32.10A)**



**COMMENT #:** 1194  
**DATE:** 6/29/21 6:48 PM  
**SOURCE:** Website  
**NAME:** Patrick Calder

---

**COMMENT:**

A gondola is highly intrusive to a national forest aesthetic and still does not solve the problem of summer traffic. **(32.17A)** In addition, from what I see you still have to take a bus to the gondola. **(32.2.6.2.1C)** If this is the case, why not start small and cost efficiently by improving the bus system all the way up the canyon first. **(32.2.6.5D)** Bigger steps can be discussed if this does not mitigate the issue

**COMMENT #:** 1195  
**DATE:** 6/29/21 6:49 PM  
**SOURCE:** Website  
**NAME:** Alexander Meldrum

---

**COMMENT:**

I think it is a terrible idea for the gondola. **(32.2.9E)** Makes me not want to buy a pass and just tour more. Also I'm not sure how it fixes the problem. High winds can have that thing shut down so quick and we are back to square one. **(32.2.6.5K)** WHY ARE WE SO AGAINST WIDENING THE ROAD AND HAVING MORE BUS ACCESS. **(32.2.9B)**

**COMMENT #:** 1196  
**DATE:** 6/29/21 6:51 PM  
**SOURCE:** Website  
**NAME:** Andy Lamoreaux

---

**COMMENT:**

I support this enhancement having been a season pass holder for many years I only see this becoming more of a problem. **(32.29D)**

**COMMENT #:** 1197  
**DATE:** 6/29/21 6:51 PM  
**SOURCE:** Website  
**NAME:** Alex Egan

---

**COMMENT:**

I believe that the Little Cottonwood Gondola solution is the best viable option for getting people off of the dangerous roads in the canyon and into a safe, sustainable mode of transportation to the resorts.  
**(32.2.9D)**

**COMMENT #:** 1198  
**DATE:** 6/29/21 6:52 PM  
**SOURCE:** Website  
**NAME:** Jane Thompson

---

**COMMENT:**

I vacation at Snowbird each winter and am much in favor of the gondola option for it's increased safety and reliability. We always need to catch a plane to go home. **(32.2.9D)**

**COMMENT #:** 1199  
**DATE:** 6/29/21 6:53 PM  
**SOURCE:** Website  
**NAME:** Kirsty Murrell

---

**COMMENT:**

I oppose the construction of a gondola in Little Cottonwood Canyon. **(32.2.9D)**

**COMMENT #:** 1200  
**DATE:** 6/29/21 6:53 PM  
**SOURCE:** Website  
**NAME:** Lois Remington

---

**COMMENT:**

love the idea of a gondola. In full support!! **(32.2.9D)** Could there be a stop at the gate buttress for climbers/hikers? **(32.2.6.5G)**

**COMMENT #:** 1201  
**DATE:** 6/29/21 6:54 PM  
**SOURCE:** Website  
**NAME:** Wyatt Wood

---

**COMMENT:**

Do not put in that gondola (32.2.9E)



**COMMENT #:** 1202  
**DATE:** 6/29/21 6:55 PM  
**SOURCE:** Website  
**NAME:** Mike Plaehn

---

**COMMENT:**

Please do not construct a gondola / tram going up LCC. **(32.2.9E)** The construction of a gondola / tram would permanently damage the canyon, wildlife and nature **(32.12A)** further only to drive up Snowbird & Alta's revenue and cause even more crowding/traffic in an already over crowded area. **(32.20A and 30.20B)**

Snowbird/Alta should also drop IKON pass to reduce traffic on LCC. **(32.2.2K)** The resorts keep pushing for more people to come to the resorts without keeping in mind the impact the traffic has on a small area. They should not push for infinite growth in such a small area.

Maybe more parking could be added for the existing bus system & in more areas of the valley so it is more accessible. **(32.2.2I)** But the roads should be left the same and the resort management should adjust their practices to reduce impact on LCC instead of focusing on profitability.

**COMMENT #:** 1203  
**DATE:** 6/29/21 6:56 PM  
**SOURCE:** Website  
**NAME:** Derek Howard

---

**COMMENT:**

Gondola wins hands down. Similar transit time to bus. Operates in bad weather. Removes traffic from Canyon ... big win! **(32.2.9D)**

**COMMENT #:** 1204  
**DATE:** 6/29/21 6:57 PM  
**SOURCE:** Website  
**NAME:** Phillip Thompson

---

**COMMENT:**

No gondola (32.2.9E)

**COMMENT #:** 1205  
**DATE:** 6/29/21 6:58 PM  
**SOURCE:** Website  
**NAME:** Philip Michas

---

**COMMENT:**

I am a fan of the gondola **(32.2.9D)**

**COMMENT #:** 1206  
**DATE:** 6/29/21 6:58 PM  
**SOURCE:** Website  
**NAME:** Melissa Block

---

**COMMENT:**

I support the Gondola. **(32.2.9D)** Adding more buses would only congest the canyon more and there is not need for more carbon going into our air. **(32.10A)**

**COMMENT #:** 1207  
**DATE:** 6/29/21 7:00 PM  
**SOURCE:** Website  
**NAME:** Laurene Reu

---

**COMMENT:**

I support the gondola up little cottonwood canyon. Please support and fund this project to save our canyon. **(32.2.9D)**

**COMMENT #:** 1208  
**DATE:** 6/29/21 7:01 PM  
**SOURCE:** Website  
**NAME:** Roth Johnson

---

**COMMENT:**

Please build a little cottonwood canyon gondola! (32.2.9D)

**COMMENT #:** 1209  
**DATE:** 6/29/21 7:01 PM  
**SOURCE:** Website  
**NAME:** Jamie Schaffer

---

**COMMENT:**

I highly prefer the gondola option. It is far more environmentally friendly and it will allow for transit in the canyon in the event of an avalanche. **(32.2.9D)**



**COMMENT #:** 1210  
**DATE:** 6/29/21 7:02 PM  
**SOURCE:** Website  
**NAME:** Bill Apter

---

**COMMENT:**

As a regular user of Snowbird and Alta, I strongly support the plan for a gondola for Little Cottonwood Canyon. It would be great! **(32.2.9D)**

**COMMENT #:** 1211  
**DATE:** 6/29/21 7:02 PM  
**SOURCE:** Website  
**NAME:** Chris Kleberg

---

**COMMENT:**

This is an excellent solution to preserving the Canyon and assuring future generations have access to an amazing resource. **(32.29D)**

**COMMENT #:** 1212  
**DATE:** 6/29/21 7:02 PM  
**SOURCE:** Website  
**NAME:** Kyle Kauffman

---

**COMMENT:**

How long will the lines and wait be for this gondola down in the canyon ? **(32.2.6.5C)** What's going to stop traffic piling up behind it for people headed to use it ? **(32.2.6.5E)**

**COMMENT #:** 1213  
**DATE:** 6/29/21 7:04 PM  
**SOURCE:** Website  
**NAME:** Trent Parker

---

**COMMENT:**

In for the tram idea as long as it runs frequently, year round, early in the morning to late at night. **(32.2.6.5F)**. The bus service should also be increased in the winter AND summer with more stops at trailheads up and down the canyon. **(32.2.6.3K, 32.2.6.3C, and 32.2.6.5G)**

**COMMENT #:** 1214  
**DATE:** 6/29/21 7:06 PM  
**SOURCE:** Website  
**NAME:** Nicholas Genes

---

**COMMENT:**

A gondola would provide a more diverse travel to snowbird that allows better flow even in the heavy snow. When roads fail or people wreck, the gondola still provides travel. Also vise versa. Not including the preservation on land. **(32.2.9D)**

**COMMENT #:** 1215  
**DATE:** 6/29/21 7:06 PM  
**SOURCE:** Website  
**NAME:** Carly Young

---

**COMMENT:**

Please choose the Gondola option. It makes the most long term sense for our local population and canyon use age. It's the safest alternative. **(32.2.9D)**

**COMMENT #:** 1216  
**DATE:** 6/29/21 7:06 PM  
**SOURCE:** Website  
**NAME:** Heidi Voelker

---

**COMMENT:**

I support the gondola . My vote is YES **(32.2.9D)**

**COMMENT #:** 1217  
**DATE:** 6/29/21 7:07 PM  
**SOURCE:** Website  
**NAME:** Lacie Killion

---

**COMMENT:**

I'm in support of the gondola. I feel like it's the best option to reduce environmental impact and improve safety on the canyon. **(32.2.9D)**



**COMMENT #:** 1218  
**DATE:** 6/29/21 7:10 PM  
**SOURCE:** Website  
**NAME:** Anthony DaSilva

---

**COMMENT:**

GET RID OF THE IKON. **(32.2.2K)** No seriously. & what about an underground train/metro rail system? **(32.2.2C)** I have no idea what that project would look like or cost & it's probably too late now. As for the Gondola vs -enhanced bus system- debate:  
More buses and wider roads wont fix anything besides less wait times at bus stops, and the gondola will undoubtedly ruin the views, have long wait times, & still be shut down during storms due to high winds. **(32.17A, 32.2.6.5C, and 32.2.6.5K)** GET RID OF THE IKON PASS. Also, have an -In-state resident- discount & raised -out-of-state- prices. **(32.2.4A)**

**COMMENT #:** 1219  
**DATE:** 6/29/21 7:12 PM  
**SOURCE:** Website  
**NAME:** Badiya Aldujaili

---

**COMMENT:**

Expand the parking lot at the canyon entrance and around it, during peak hours. And only have buses go up the canoyn. **(32.2.2B)**  
Gondola only be useful for few months a year and then it will ruin the canyon natural look in the summer. **(32.17A)**

**COMMENT #:** 1220  
**DATE:** 6/29/21 7:12 PM  
**SOURCE:** Website  
**NAME:** Nittaya Phonharath

---

**COMMENT:**

Utah's public transportation system does not compare to other cities in terms of convenience or speed. The infrastructure of Utah is currently not meant for more trains or buses. People will continue to use their cars out of convenience. I doubt adding more buses to an already insufficient transit infrastructure is going to make a difference in the canyon. **(32.2.4A)** My vote is for the gondola system. I've tired of the traffic and terrified of how many cars I've seen slide off into the ravines. The gondolas are the more efficient and safer way to get up the canyon. **(32.2.9D)**

**COMMENT #:** 1221  
**DATE:** 6/29/21 7:13 PM  
**SOURCE:** Website  
**NAME:** Brenda Bauer

---

**COMMENT:**

Prefer gondola (32.2.9D)

**COMMENT #:** 1222  
**DATE:** 6/29/21 7:14 PM  
**SOURCE:** Website  
**NAME:** Marc Buban

---

**COMMENT:**

Please no gondola! Increased bus route is the safest option. Also; the resorts should be paying for this, not taxpayers! **(32.2.9E, 32.2.9A, and 32.2.7A)**

**COMMENT #:** 1223  
**DATE:** 6/29/21 7:16 PM  
**SOURCE:** Website  
**NAME:** Wendy Beagley

---

**COMMENT:**

Will it effect the natural water flow? **(32.29D)**

**COMMENT #:** 1224  
**DATE:** 6/29/21 7:16 PM  
**SOURCE:** Website  
**NAME:** Brennan Elton

---

**COMMENT:**

I think minimal impact on habitat is the best solution. (32.12A) That being said, I think that the gondola will offer the best solution overall as well as long term with providing better transportation and less habitat damage to our beautiful mountains here in Utah (32.12A and 32.2.9D)

**COMMENT #:** 1225  
**DATE:** 6/29/21 7:17 PM  
**SOURCE:** Website  
**NAME:** Nicholas Genes

---

**COMMENT:**

As Utah grows we need to do everything we can to protect our land and wildlife. With a 30 year of roughly the same price, let's be different, reliable, and protect our land. **(32.29D)**



**COMMENT #:** 1226  
**DATE:** 6/29/21 7:17 PM  
**SOURCE:** Website  
**NAME:** Brandon Bizier

---

**COMMENT:**

Don't spend taxpayer money on this to allow resorts to get even more crowded. **(32.2.7A and 32.20B)**  
Please just drop icon pass. **(32.2.2K)** That will lower the excess canyon traffic. This op just makes the resorts richer at the taxpayers expense.

**COMMENT #:** 1227  
**DATE:** 6/29/21 7:17 PM  
**SOURCE:** Website  
**NAME:** Cary Piotrowski

---

**COMMENT:**

The gondola is really the only viable solution for long term growth and sustainability. Just like those found in Stubai region of Austria this is the most reasonable option for consistent access to the canyon. Additional stops for BC access should be considered. **(32.2.9D)**

**COMMENT #:** 1228  
**DATE:** 6/29/21 7:18 PM  
**SOURCE:** Website  
**NAME:** Brett McWilliams

---

**COMMENT:**

Expanded bus service. **(32.2.9A)** Change the way people get up the canyon by incentivizing carpooling at resorts and trailheads. **(32.2.4A)** Bus stops at trailheads for non resort users. **(32.2.6.3C)**  
Gondola will just be a different kind of bottleneck

**COMMENT #:** 1229  
**DATE:** 6/29/21 7:22 PM  
**SOURCE:** Website  
**NAME:** Paige Cortner

---

**COMMENT:**

Gondola over buses! **(32.2.9D)**

**COMMENT #:** 1230  
**DATE:** 6/29/21 7:23 PM  
**SOURCE:** Website  
**NAME:** Daniel Barron

---

**COMMENT:**

Gondola is better! **(32.2.9D)**

**COMMENT #:** 1231  
**DATE:** 6/29/21 7:23 PM  
**SOURCE:** Website  
**NAME:** Patrick Keenan

---

**COMMENT:**

Please expand the road or bus system. **(32.2.9B)** The gondola would ruin the scenery. **(32.17A)**

**COMMENT #:** 1232  
**DATE:** 6/29/21 7:23 PM  
**SOURCE:** Website  
**NAME:** Megan Santis

---

**COMMENT:**

I am all for a safer more efficient way to the mountain Utah is the greatest (32.29D)

**COMMENT #:** 1233  
**DATE:** 6/29/21 7:25 PM  
**SOURCE:** Website  
**NAME:** Casey Parker

---

**COMMENT:**

Yes this is a great idea **(32.29D)**



**COMMENT #:** 1234  
**DATE:** 6/29/21 7:25 PM  
**SOURCE:** Website  
**NAME:** Kirk Koenen

---

**COMMENT:**

PLEASE select the gondola option. This preserves the natural beauty of the canyon **(32.17A)** while offering a better long term solution without reliance on vehicle travel. This options limits need for intense plowing, and allows for freedoms without pavement. **(32.2.9D)**

**COMMENT #:** 1235  
**DATE:** 6/29/21 7:28 PM  
**SOURCE:** Website  
**NAME:** Caroline Fichthorn

---

**COMMENT:**

I'd love a gondola to alta and snowbird! Best snow on earth! **(32.2.9D)**

**COMMENT #:** 1236  
**DATE:** 6/29/21 7:29 PM  
**SOURCE:** Website  
**NAME:** Derek Sims

---

**COMMENT:**

The current traffic situation (and parking!) is not sustainable. This makes more sense and is less intrusive than a train. I like the idea of grabbing a coffee and enjoying the ride up. I fully support this option! **(32.29D)**

**COMMENT #:** 1237  
**DATE:** 6/29/21 7:29 PM  
**SOURCE:** Website  
**NAME:** Eric Kent

---

**COMMENT:**

I think this is a great idea. Phase 1. Then expand to Big Cottonwood, then Park City Phase 2 & Phase 3  
**(32.29D)**

**COMMENT #:** 1238  
**DATE:** 6/29/21 7:29 PM  
**SOURCE:** Website  
**NAME:** Austin Wood

---

**COMMENT:**

I think the gondola option for the cottonwood canyon is the best option. **(32.2.9D)** It'll be great when there is traffic and/or wildlife obstructions on the road. It'll also help with emissions and clearing the canyon of hazardous gases. **(32.10A)** It will be a great option for people flying into SLC to ski. They can take train or bus to gondola station and got straight up the mountains. **(32.2.2I)**

**COMMENT #:** 1239  
**DATE:** 6/29/21 7:33 PM  
**SOURCE:** Website  
**NAME:** Charles Schwartz

---

**COMMENT:**

I honestly think a gondola that reduces traffic, injury risk from avalanches, and environmentally friendly when compared to the volumes of daily motorists will go so far not only in enhancing Utah's treasured canyon, but will also be the leader in creating the paradigm of the future for congested mountain regions. Fantastic. **(32.2.9D)**

**COMMENT #:** 1240  
**DATE:** 6/29/21 7:34 PM  
**SOURCE:** Website  
**NAME:** Wayne Smith

---

**COMMENT:**

I prefer gondola. I will stop coming to canyon with the bus option. I have been coming to little cottonwood fir over 30 years **(32.2.9D)**

**COMMENT #:** 1241  
**DATE:** 6/29/21 7:36 PM  
**SOURCE:** Website  
**NAME:** Brett Balle

---

**COMMENT:**

This would be so great to benefit us as skiers and the environment. Definitely on board. **(32.29D)**



**COMMENT #:** 1242  
**DATE:** 6/29/21 7:37 PM  
**SOURCE:** Website  
**NAME:** Steiner Paulsen

---

**COMMENT:**

I would like to express my support for the gondola option. The gondola is a better long term solution. **(32.2.9D)** I do not agree with widening the road and more pavement. In my opinion this will only encourage more car traffic contributing to the problem. I would not take the bus, but I would ride the gondola. **(32.2.9C)**  
Sincerely,

**COMMENT #:** 1243  
**DATE:** 6/29/21 7:37 PM  
**SOURCE:** Website  
**NAME:** Brandon Page

---

**COMMENT:**

I am very much in support of the gondola and would pay to use this. LCC traffic is a disaster and something must be done. **(32.2.9D)**

**COMMENT #:** 1244  
**DATE:** 6/29/21 7:38 PM  
**SOURCE:** Website  
**NAME:** Dex Mckell

---

**COMMENT:**

I'm for the gondola 100% **(32.2.9D)**

**COMMENT #:** 1245  
**DATE:** 6/29/21 7:38 PM  
**SOURCE:** Website  
**NAME:** Jason McPhie

---

**COMMENT:**

The gondola seems cool and exciting but there will still be traffic from the I215 freeway to the parking garage area on all the same days there's traffic now. (Bluebird days). **(32.2.6.5E)** It's 15-25 days per ski season. **(32.1.4D)** High winds are always a reason gondola's don't or can't run due to safely. There a major winds in the canyon on many days. **(32.2.6.5K)**

Questions:

What type of wind studies have been done in the mouth of the canyon all the way to both stops?  
**(32.2.6.5K)**

What type of wind in MPHs can the gondola's run safely? **(32.2.6.5K)**

Why are these gondola's only stopping and serving the two ski resorts and not major trail heads?  
**(32.2.6.5G)**

Who stands to profit the most on this project? **(32.6A)**

How can this be a greener option and more earth friendly option, when everyone will drive the same car they drive to the resort to the parking garage? **(32.10A)**

**COMMENT #:** 1246  
**DATE:** 6/29/21 7:42 PM  
**SOURCE:** Website  
**NAME:** Jayden Barrett

---

**COMMENT:**

Please consider the gondola option for LCC. **(32.2.9D)**

**COMMENT #:** 1247  
**DATE:** 6/29/21 7:44 PM  
**SOURCE:** Website  
**NAME:** Tyler Anthony

---

**COMMENT:**

GONDOLAAAAAAAAAAAAAAAA. every other solution is lazy and wont even begin to fix the problem.  
(32.2.9D)

**COMMENT #:** 1248  
**DATE:** 6/29/21 7:46 PM  
**SOURCE:** Website  
**NAME:** Mark Everitt

---

**COMMENT:**

I support the gondola **(32.2.9D)**

**COMMENT #:** 1249  
**DATE:** 6/29/21 7:46 PM  
**SOURCE:** Website  
**NAME:** Kevin Buckingham

---

**COMMENT:**

Backcountry skier (and summer - climber/hiker) numbers are continuing to grow - if transit could drop off at stops other than ski resorts, it would prevent need for expanded parking and provide a year-round solution to a year-round problem (parking at trailheads). **(32.2.6.3C and 32.2.6.5G)**

I cannot support anything that only caters to those who pay to ski and does not provide truly public transit.



**COMMENT #:** 1250  
**DATE:** 6/29/21 7:47 PM  
**SOURCE:** Website  
**NAME:** Kim Stark VanNoord

---

**COMMENT:**

Gondola (32.2.9D)

**COMMENT #:** 1251  
**DATE:** 6/29/21 7:49 PM  
**SOURCE:** Website  
**NAME:** Jason Breindel

---

**COMMENT:**

Unless they plan on loading those up "FULLY" (not COVID FULLY, I mean all 32 seats being used and no COVID restrictions), then it's pointless. With the current ignorance of that area and enforcing a lot of distance issues and masks requirements still, there's no point. You will be wasting money and time waiting in line. **(32.2.6A)** I feel more buses would be the better option, also, who is funding this? The tax payer? or is this going to raise ticket prices astronomically? **(32.2.7A and 32.2.4A)**

**COMMENT #:** 1252  
**DATE:** 6/29/21 7:54 PM  
**SOURCE:** Website  
**NAME:** Matthew Lau

---

**COMMENT:**

Make the Gondola **(32.2.9D)**

**COMMENT #:** 1253  
**DATE:** 6/29/21 7:55 PM  
**SOURCE:** Website  
**NAME:** Andrew Lindley

---

**COMMENT:**

Or you guys could # [REDACTED] theikonpass and every other collective pass option but whatever (32.2.2K)

**COMMENT #:** 1254  
**DATE:** 6/29/21 7:55 PM  
**SOURCE:** Website  
**NAME:** Sarah Lister

---

**COMMENT:**

GONDOLA keep cars out of the canyons. **(32.2.2L)** Help clean up the air pollution problem. **(32.10A)** More buses more pollution. Gondolas will help keep an excess of cars going up LCC, as well as help keep cars that aren't worthy of traveling on snowy roads. Gondolas all the way!! **(32.2.9D)**

**COMMENT #:** 1255  
**DATE:** 6/29/21 7:58 PM  
**SOURCE:** Website  
**NAME:** Devon Vanvalkenburg

---

**COMMENT:**

We need this gondolas system I have been stuck in this traffic for years waisted that could have been spent shredding the POW **(32.2.9D)**

**COMMENT #:** 1256  
**DATE:** 6/29/21 8:01 PM  
**SOURCE:** Website  
**NAME:** Tyler McCabe

---

**COMMENT:**

I support the gondola!! **(32.2.9D)**

**COMMENT #:** 1257  
**DATE:** 6/29/21 8:02 PM  
**SOURCE:** Website  
**NAME:** Korban smith

---

**COMMENT:**

Gondola (32.2.9D)



**COMMENT #:** 1258  
**DATE:** 6/29/21 8:03 PM  
**SOURCE:** Website  
**NAME:** Livia Germano

---

**COMMENT:**

This is amazing! (32.29D)

**COMMENT #:** 1259  
**DATE:** 6/29/21 8:04 PM  
**SOURCE:** Website  
**NAME:** Lucas Martines

---

**COMMENT:**

Hello. I'd like to say that more people in the canyon is not the answer. The resorts need to drop the Ikon pass and go back to selling their own season passes. Before the Ikon pass was allowed lines were shorter and traffic issues far far less than they are today. Please reconsider if more people in the canyons is a safe idea in the first place, don't just think about how many dollars they bring in **(32.2.2K)**

**COMMENT #:** 1260  
**DATE:** 6/29/21 8:06 PM  
**SOURCE:** Website  
**NAME:** Jesse Anderson

---

**COMMENT:**

Gondolas seem like a great idea to cut down on traffic in the canyon. (32.2.9D)

**COMMENT #:** 1261  
**DATE:** 6/29/21 8:08 PM  
**SOURCE:** Website  
**NAME:** Roger Carlson

---

**COMMENT:**

I like the gondola ?. I've used them in Europe and believe they are worth the investment. **(32.2.9D)**

**COMMENT #:** 1262  
**DATE:** 6/29/21 8:09 PM  
**SOURCE:** Website  
**NAME:** Nancy Searlr

---

**COMMENT:**

I fully support the gondola as the best opportunity to preserve Little Cottonwood Canyon and provide safe transport throughout the season for all visitors. **(32.2.9D)**

**COMMENT #:** 1263  
**DATE:** 6/29/21 8:10 PM  
**SOURCE:** Website  
**NAME:** Edwin Schadewald

---

**COMMENT:**

I support the gondola option. **(32.2.9D)**

**COMMENT #:** 1264  
**DATE:** 6/29/21 8:11 PM  
**SOURCE:** Website  
**NAME:** James Colling

---

**COMMENT:**

I prefer the gondola solution. **(32.2.9D)**

**COMMENT #:** 1265  
**DATE:** 6/29/21 8:13 PM  
**SOURCE:** Website  
**NAME:** Brandon Cruz

---

**COMMENT:**

Please build the gondola. **(32.2.9D)**



**COMMENT #:** 1266  
**DATE:** 6/29/21 8:16 PM  
**SOURCE:** Website  
**NAME:** Thomas McMaster

---

**COMMENT:**

I'm in support of the Gondola option, but I wonder if it would be smart to add another stop at Brighton ski resort (which would also allow access to solitude). This could reduce traffic in Big Cottonwood Canyon as well, which is as much of a problem as Little Cottonwood. I suppose this could be a later addition but it may be smart to consider it now. **(32.2.9D and 32.2.2Q)**

**COMMENT #:** 1267  
**DATE:** 6/29/21 8:17 PM  
**SOURCE:** Website  
**NAME:** Evan Bonar

---

**COMMENT:**

More gondola less cars! **(32.2.9D)**

**COMMENT #:** 1268  
**DATE:** 6/29/21 8:17 PM  
**SOURCE:** Website  
**NAME:** Sam Kemp

---

**COMMENT:**

Widening the rode and increasing bus's and bus capacity is much a better solution than the eye sore of a gondola. **(32.2.9B and 32.17A)**

**COMMENT #:** 1269  
**DATE:** 6/29/21 8:17 PM  
**SOURCE:** Website  
**NAME:** Max Angle

---

**COMMENT:**

I am in favor of the current gondola proposal for access from the bottom of Big Cottonwood Canyon to Snowbird and Alta. **(32.2.9D)**

**COMMENT #:** 1270  
**DATE:** 6/29/21 8:19 PM  
**SOURCE:** Website  
**NAME:** Brittany Young

---

**COMMENT:**

As an employee for a local outdoor shop, an avid outdoorswoman, and an ally of Mother Nature and her future, I pray this comes into fruition! **(32.29D)**

**COMMENT #:** 1271  
**DATE:** 6/29/21 8:22 PM  
**SOURCE:** Website  
**NAME:** Jaime Sorokin

---

**COMMENT:**

I would like to encourage udot to build a gondola system to reduce emissions from vehicles (**32.2.9D** and **32.10A**)

**COMMENT #:** 1272  
**DATE:** 6/29/21 8:23 PM  
**SOURCE:** Website  
**NAME:** Ian Hill

---

**COMMENT:**

Hello,

As an frequent visitor to Snowbird, avalanche awareness is top of mind and given this I would support a gondola option as this seems to be much more effective to mitigate weather and avalanche related delays than would be a bus. **(32.2.9D)**

Thanks,

Ian

**COMMENT #:** 1273  
**DATE:** 6/29/21 8:24 PM  
**SOURCE:** Website  
**NAME:** Kevin Walls

---

**COMMENT:**

My vote is for Gondola! **(32.2.9D)**



**COMMENT #:** 1274  
**DATE:** 6/29/21 8:25 PM  
**SOURCE:** Website  
**NAME:** Kenneth Bayer

---

**COMMENT:**

I favor the dedicated bus lane option. **(32.2.9B)** Busses can pick up passengers at many locations in the valley and drop them at many locations at the resorts and in the canyon. **(32.2.2I)** I think it is the one option that would be even more convenient than driving a car, since a bus could drop a season pass holder right in front of the resort buildings where the season lockers are and where all equipment could be stowed. Since it would be convenient and faster than a car on busy days, it is the option that would get the most people, myself included, to ride the bus instead of driving.

**COMMENT #:** 1275  
**DATE:** 6/29/21 8:26 PM  
**SOURCE:** Website  
**NAME:** Jessie Marshall

---

**COMMENT:**

Please put up the gondola!! **(32.2.9D)**

**COMMENT #:** 1276  
**DATE:** 6/29/21 8:26 PM  
**SOURCE:** Website  
**NAME:** Pablo Hernandez

---

**COMMENT:**

If it helps me to get to the powder then I'm all for it **(32.29D)**

**COMMENT #:** 1277  
**DATE:** 6/29/21 8:28 PM  
**SOURCE:** Website  
**NAME:** Diana Brixner

---

**COMMENT:**

Yes I support the gondola option, **(32.2.9D)** although not sure why you can't just rebuild railroad tracks and run a train up the canyon like they do all over Europe **(32.2.9F)**

**COMMENT #:** 1278  
**DATE:** 6/29/21 8:33 PM  
**SOURCE:** Website  
**NAME:** Aniela Creek

---

**COMMENT:**

I think it it really important for more sustainable travel options to be more accessible for increased use. A gondola would help create that and allow for this environment to be less impacted and stay beautiful for generations **(32.2.9D)**

**COMMENT #:** 1279  
**DATE:** 6/29/21 8:36 PM  
**SOURCE:** Website  
**NAME:** Alissa Brink

---

**COMMENT:**

I am in favor of the gondola, and believe this is the most reliable, sustainable, and effective method of transportation that could be made by the USDOT. **(32.2.9D)**

**COMMENT #:** 1280  
**DATE:** 6/29/21 8:36 PM  
**SOURCE:** Website  
**NAME:** Chris Calhoun

---

**COMMENT:**

Kudos for managing this project this far; the options are well presented and the public forum is much appreciated. I'm surprised the road widening option remains the "primary" consideration considering how it really only solves the LCC traffic problems on normal busy days, and does not address snow days. The comment that it is "less reliable" during snowstorms is an understatement, and due to avalanche danger means that on virtually every snowy day there will still be delays. Busses get stuck or slide off the road at some point most seasons. **(32.2.9C)** The snow-sheds only address a handful of avalanches, and certainly wouldn't have helped during the big snow events the last two years. **(32.7A)** Considering these shortcomings, the bus option really doesn't address the issue; so why even consider it? It is also much worse from a carbon emissions standpoint which will be more and more of a problem in upcoming years. **(32.10A)** That makes the gondola the only viable option. **(32.2.9D)** The increased time allotment in the study applies to people coming from SLC, but not from anywhere from Sandy to the South, so for many people it would not be a significant time shortcoming. I do hope that whatever option is chosen that the trailhead improvements are implemented, because it is problematic during the spring/summer/fall. **(32.2.9O)** Also, if the gondola is chosen it makes sense to at least add provisions to install a future station at Tanners Flat to provide trail access during the summer months. **(32.2.6.5G)** It would also be helpful to give people an idea of what the cost impact of the options would be to the user, **(32.2.4A)** and on a rough time frame for each option. It wouldn't surprise me if the highway improvements takes longer than the gondola to implement. **(32.2.7C)**

**COMMENT #:** 1281  
**DATE:** 6/29/21 8:37 PM  
**SOURCE:** Website  
**NAME:** Reed Snyderman

---

**COMMENT:**

No gondola! **(32.2.9E)** I have lived at the mouth of little cottonwood for 15 years and I do not support a gondola. I support road widening, snow sheds, and strict enforcement of traction laws. 2WD cars should not be allowed up the canyon in the winter at all. **(32.2.9B and 32.2.2M)** A gondola will cost taxpayers millions and be drastically underutilized. **(32.2.7A)** Why would I ever take the gondola if it takes me more than twice as long to get up the canyon? Thank you!



**COMMENT #:** 1282  
**DATE:** 6/29/21 8:42 PM  
**SOURCE:** Website  
**NAME:** Matt Chipman

---

**COMMENT:**

I support the gondola solution in order to still access the canyon during avalanche control related to the road. **(32.2.9D)** I also support a Singletrack mountain bike trails top to bottom with gondola access for bikes. **(32.2.6.5I)** I skied Snowbird for 30 years and have given up fighting the traffic, road closures and parking. Please restore access to this recreational opportunity.

**COMMENT #:** 1283  
**DATE:** 6/29/21 8:42 PM  
**SOURCE:** Website  
**NAME:** Michael Roderick

---

**COMMENT:**

The gondola solution is by far the best solution to lessen the vehicle traffic in the canyons. It would be a Hugh tourist attraction, a clean way to get up the canyon and a great amenity for the state. i would definitely support the gondola option any way possible including some type of special assessment **(32.2.9D)**

**COMMENT #:** 1284  
**DATE:** 6/29/21 8:42 PM  
**SOURCE:** Website  
**NAME:** Stephanie Asay

---

**COMMENT:**

Gondola (32.2.9D)

**COMMENT #:** 1285  
**DATE:** 6/29/21 8:43 PM  
**SOURCE:** Website  
**NAME:** Sommer Jackson

---

**COMMENT:**

I would like to see a gondola and bus system as a way to get up the canyon. (32.2.9D)

**COMMENT #:** 1286  
**DATE:** 6/29/21 8:46 PM  
**SOURCE:** Website  
**NAME:** Bradley Di Iorio

---

**COMMENT:**

Gondola is the best way to protect the environment in Little Cottonwood Canyon. **(32.2.9D)** No more buses or vehicles. **(32.2.2L)** Less people is better too but I don't think you can manage that, can you?

**COMMENT #:** 1287  
**DATE:** 6/29/21 8:48 PM  
**SOURCE:** Website  
**NAME:** Tyndall Bounous

---

**COMMENT:**

I am concerned about the accessibility for backcountry users trying to ski in places other than Alta and snowbird. Will we be able to drive up to the white pine trailhead to backcountry ski with the gondola? I'm in favor of increasing the public transportation and charging for parking, and limiting the amount of vehicles that come up the canyon. **(32.2.4A)**

**COMMENT #:** 1288  
**DATE:** 6/29/21 8:49 PM  
**SOURCE:** Website  
**NAME:** Jeffrey Mitchell

---

**COMMENT:**

Our European counterparts have thrived using gondolas to access mountain spaces, this makes the most environmental sense. **(32.2.9D)**

**COMMENT #:** 1289  
**DATE:** 6/29/21 8:49 PM  
**SOURCE:** Website  
**NAME:** Greg Rudowski

---

**COMMENT:**

I strongly support the installation of a gondola in Little Cottonwood Canyon. The benefits are many while the disadvantages are few. This option is best to reduce emissions and vehicle traffic, while allowing continued access to the canyon. **(32.2.9D)**



**COMMENT #:** 1290  
**DATE:** 6/29/21 8:51 PM  
**SOURCE:** Website  
**NAME:** Leah Stokes

---

**COMMENT:**

I love the idea of a gondola but at what cost to the public? If it's pricy, people will still drive their vehicle up. **(32.2.4A)**

Another option is to add a third lane to the canyon and have two lanes going up in the am and two going down in the evening. **(32.2.2D and 32.2.2P)**

Widening wasatch is a waste of money/time/resources. It's also extremely cruel to force ppl out of their homes they've been in for years. **(32.2.6.2.2A)** The issue with traffic isn't wasatch, it's the canyons.

Traffic stops on wasatch because everything bottlenecks into the canyons. Widen the canyons before you spend the money on wasatch. It's unethical to widen wasatch. **(32.2.6.2.2A)**

**COMMENT #:** 1291  
**DATE:** 6/29/21 8:54 PM  
**SOURCE:** Website  
**NAME:** Keith Roberts

---

**COMMENT:**

The road based plan is clearly superior in terms of cost and flexibility. **(32.2.9B)** It allows for the possibility of fully electrified travel and provides access to people not going to a resort. **(32.2.6.3F and 32.2.6.3C)** It is clear that the gondola plan is a thinly veiled attempt to enrich real estate developers/legislators with ties to the La Cai area and the privately held resorts. **(32.2.2X)** Backcountry access is growing faster than resort ridership and should have priority over privately held concerns . **(32.2.4A)**

**COMMENT #:** 1292  
**DATE:** 6/29/21 8:59 PM  
**SOURCE:** Website  
**NAME:** Bernard Pierson

---

**COMMENT:**

I support the Gondola to ride up Little Cottonwood. This is the best long-term solution. **(32.2.9D)**

**COMMENT #:** 1293  
**DATE:** 6/29/21 8:59 PM  
**SOURCE:** Website  
**NAME:** Bryson Saunders

---

**COMMENT:**

Gondola idea!!!! That's the best idea by a long shot. **(32.2.9D)**

**COMMENT #:** 1294  
**DATE:** 6/29/21 9:00 PM  
**SOURCE:** Website  
**NAME:** Andrew Heaton

---

**COMMENT:**

I love the gondola idea! So much more environmentally friendly! **(32.2.9D)**

**COMMENT #:** 1295  
**DATE:** 6/29/21 9:01 PM  
**SOURCE:** Website  
**NAME:** Linda Pflughaupt

---

**COMMENT:**

Please select the gondola as less impact on watershed and animal life. **(32.12A and 32.13A)**

**COMMENT #:** 1296  
**DATE:** 6/29/21 9:02 PM  
**SOURCE:** Website  
**NAME:** Scott Murray

---

**COMMENT:**

I wholeheartedly support the Gondola as a solution for Transportation in little cottonwood canyon. It's safer and more environmentally friendly than any other solution. This needs to be approved ASAP  
**(32.2.9D)**

**COMMENT #:** 1297  
**DATE:** 6/29/21 9:02 PM  
**SOURCE:** Website  
**NAME:** Michael Darder

---

**COMMENT:**

I support the gondola option. Makes the most sense. (32.2.9D)



**COMMENT #:** 1298  
**DATE:** 6/29/21 9:04 PM  
**SOURCE:** Website  
**NAME:** Ryan Bostrup

---

**COMMENT:**

One of the main factors of canyon congestion is often road conditions/closures. The gondola option seems to be the best possible solution put forward that specifically addresses that. Thanks! **(32.2.9D)**

**COMMENT #:** 1299  
**DATE:** 6/29/21 9:05 PM  
**SOURCE:** Website  
**NAME:** Mitch Grag

---

**COMMENT:**

Gondola.. Cut down on the traffic on the road and the accidents with wildlife. Much safer for bikers and pedestrians. **(32.2.9D)**

**COMMENT #:** 1300  
**DATE:** 6/29/21 9:06 PM  
**SOURCE:** Website  
**NAME:** Brad Rich

---

**COMMENT:**

I vote for the gondola transportation system. (32.2.9D)

**COMMENT #:** 1301  
**DATE:** 6/29/21 9:06 PM  
**SOURCE:** Website  
**NAME:** Randall Pflughaupt

---

**COMMENT:**

The Gondola is my preferred option, **(32.2.9D)** however the most important element in either alternative will be the requirement of Zero Emission Buses. Hydrogen Fuel cell (Like the ones that will be used in Tokyo Olympics), or Battery Electric. **(32.2.6.3F)**

**COMMENT #:** 1302  
**DATE:** 6/29/21 9:08 PM  
**SOURCE:** Website  
**NAME:** Jacqueline Decker

---

**COMMENT:**

Love the gondola proposal. **(32.2.9D)**

**COMMENT #:** 1303  
**DATE:** 6/29/21 9:09 PM  
**SOURCE:** Website  
**NAME:** Sharon Rich

---

**COMMENT:**

I would like to make my vote for the gondola system for less traffic up the canyon. **(32.2.9D)**

**COMMENT #:** 1304  
**DATE:** 6/29/21 9:15 PM  
**SOURCE:** Website  
**NAME:** Cannon Anderson

---

**COMMENT:**

A Gondola option is going reduce reliance on vehicles going up and down the canyon. Gondola is just the better option **(32.2.9D)**

**COMMENT #:** 1305  
**DATE:** 6/29/21 9:17 PM  
**SOURCE:** Website  
**NAME:** Ross Hayes

---

**COMMENT:**

Hi UDOT

As a Utah native (born and raised) that spends 50+ days a year in LCC skiing, I am in favor of the gondola solution. I've spent time in the Alps and have seen how well solutions like this work. I would prefer a monorail/train, but of the two you are considering I would like to see the gondola. Thanks for the thoughtful process on this. **(32.2.9D)**

-Ross

p.s. Do you have the power to ban IKON passes at Alta and Snowbird? kidding, kind of. **(32.2.2K)**



**COMMENT #:** 1306  
**DATE:** 6/29/21 9:18 PM  
**SOURCE:** Website  
**NAME:** Darby Dustman

---

**COMMENT:**

Although I appreciate all of the thought and energy put into this plan, I still see a few flaws. First, the alta station crosses through the current wildcat chairlift and part of the ski area - how does this plan minimally impact the ski resort current functionality? **(32.2.6.5S)** Second, to the point of why this is needed - this will only bring more people up a canyon that is already at its peak capacity. The mountains have a limit, and this plan doesn't address that, it only worsens it by increasing the load. **(32.20B and 32.20C)** I think the best option is limiting the number of people in the canyon on busy days. **(32.2.2K)** The gondola plan looks beautiful, but has not addressed the impacts that it would have to the canyon. **(32.29G)**

**COMMENT #:** 1307  
**DATE:** 6/29/21 9:18 PM  
**SOURCE:** Website  
**NAME:** Justin Monell

---

**COMMENT:**

I'm absolutely in favor of a gondola. **(32.2.9D)** I think bus service should still supplement passenger transport up and down canyon, as it currently does, in addition to the gondola.  
Thanks! **(32.2.2W)**

**COMMENT #:** 1308  
**DATE:** 6/29/21 9:19 PM  
**SOURCE:** Website  
**NAME:** Sydne Luebe

---

**COMMENT:**

I am a Iron Blossam Owner of 41 years and every year we return to ski the 5th week of the year. We enjoy the family and friend reunion.

I am excited to have an alternative that removes many vehicles as possible. **(32.29D)**

**COMMENT #:** 1309  
**DATE:** 6/29/21 9:20 PM  
**SOURCE:** Website  
**NAME:** Anthony Acuna

---

**COMMENT:**

Hi I live in SLC and regularly spent multiple hours going up and down LCC due to congestion, hazardous conditions, etc, and it's only going to get worse. A bus solution does not solve the issue of transportation in hazardous conditions and will do a great deal of environmental harm to the canyon. Please please choose the gondola-protect the canyon and choose the right solution the first time  
**(32.2.9D)**

**COMMENT #:** 1310  
**DATE:** 6/29/21 9:20 PM  
**SOURCE:** Website  
**NAME:** Todd Trettin

---

**COMMENT:**

Please plan long term - vote gondola **(32.2.9D)**

**COMMENT #:** 1311  
**DATE:** 6/29/21 9:21 PM  
**SOURCE:** Website  
**NAME:** Jos Smith

---

**COMMENT:**

The easiest way to reduce the number of cars in LCC is to charge higher prices for parking at resorts. **(32.2.2F)** You have to make the bus the best and cheapest option. Even with a gondola, I would still drive up the canyon - bc I don't want to wait. Let spend our tax dollars on something better - more trax lines to reduce emissions. **(32.2.9F)**

**COMMENT #:** 1312  
**DATE:** 6/29/21 9:21 PM  
**SOURCE:** Website  
**NAME:** William Harty

---

**COMMENT:**

I support the gondola over the bus solution. Thankyou. **(32.2.9D)**

**COMMENT #:** 1313  
**DATE:** 6/29/21 9:23 PM  
**SOURCE:** Website  
**NAME:** Jenna Peterson

---

**COMMENT:**

All for it!! Anything to reduce emissions in the winter. (32.29D)



**COMMENT #:** 1314  
**DATE:** 6/29/21 9:23 PM  
**SOURCE:** Website  
**NAME:** Jon Liddle

---

**COMMENT:**

I support the gondola option. **(32.2.9D)**

**COMMENT #:** 1315  
**DATE:** 6/29/21 9:25 PM  
**SOURCE:** Website  
**NAME:** Matthew Robertson

---

**COMMENT:**

Gondola! (32.2.9D)

**COMMENT #:** 1316  
**DATE:** 6/29/21 9:27 PM  
**SOURCE:** Website  
**NAME:** Tyler McEwan

---

**COMMENT:**

Reduce the carbon emission with the Gondola, it's the right thing to do long term. **(32.2.9D)** Also have to reduce the amount of cars that can enter the Canyon each day. **(32.2.4A)**

**COMMENT #:** 1317  
**DATE:** 6/29/21 9:27 PM  
**SOURCE:** Website  
**NAME:** Dave Gillogly

---

**COMMENT:**

I would like to voice my opinion against the gondola option. As a snowbird employee last season, I rode the UTA 953 busses daily. They were almost always great (although more frequent stops would have been more convenient sometimes). I am strongly opposed to the gondola as there is significant ecologic impact in its construction, and I also oppose it on principle, as I anticipate it will be another pay-to-the-front-of-the-lift-line ski industry move. Thank you and have a terrific day! **(32.2.9E)**

**COMMENT #:** 1318  
**DATE:** 6/29/21 9:30 PM  
**SOURCE:** Website  
**NAME:** Wesley Flint

---

**COMMENT:**

Support the high speed gondola option. It will be the least amount of environmental impact, safe, fast, less weather impact, and fun to see the beautiful scenery up and down the canyon. Though the upfront cost may be more, it in the long run would likely be less expensive to run and maintain than an army of buses and individuals to drive them. **(32.2.9D)**

**COMMENT #:** 1319  
**DATE:** 6/29/21 9:30 PM  
**SOURCE:** Website  
**NAME:** Jeff Brown

---

**COMMENT:**

We need this in both LCC and BCC. Traffic is awful and getting worse. **(32.7C and 32.1.2B)** A 35 Gondola ride is on par with a car with light traffic. This seems to be a very rational solution. Get it done in both canyons **(32.2.9D)**

**COMMENT #:** 1320  
**DATE:** 6/29/21 9:31 PM  
**SOURCE:** Website  
**NAME:** Coleman Malstrom

---

**COMMENT:**

I support little cottonwood gondola **(32.2.9D)**

**COMMENT #:** 1321  
**DATE:** 6/29/21 9:32 PM  
**SOURCE:** Website  
**NAME:** Austin Wheeler

---

**COMMENT:**

Gondola 100%. This isn't a problem to solve with band aids. **(32.2.9D)**



**COMMENT #:** 1322  
**DATE:** 6/29/21 9:33 PM  
**SOURCE:** Website  
**NAME:** Andrew Jarvis

---

**COMMENT:**

I think a gondola is a great idea to preserve the canyon and reduce traffic! **(32.2.9D)**

**COMMENT #:** 1323  
**DATE:** 6/29/21 9:36 PM  
**SOURCE:** Website  
**NAME:** Chase Stein

---

**COMMENT:**

The gondola in LCC would provide better accessibility, reliability, and reduce emissions in the canyon. It is the better option for a sustainable future! **(32.2.9D)**

**COMMENT #:** 1324  
**DATE:** 6/29/21 9:38 PM  
**SOURCE:** Website  
**NAME:** Thomas Sorensen

---

**COMMENT:**

I've been a resident of Utah off and on for about 20 years. Many of those years I've been a Snowbird rider and backcountry user. I fully support the Gondola up the canyon. Not only is it a bold concept but really will relieve congestion by taking a large percentage of cars off the road. I've watched cars with one occupant driving both canyons and gondola ridership can prevent that. **(32.2.9D)**

**COMMENT #:** 1325  
**DATE:** 6/29/21 9:42 PM  
**SOURCE:** Website  
**NAME:** Nathan Otten

---

**COMMENT:**

I think that a gondola is the best solution to the problems of congestion in little cottonwood canyon. In the winter the visitors are largely going to be riding lifts all day so what's another lift? Opposed to a bus which many of those same winter visitors might not want to use, a gondola is just another lift. **(32.2.9D)** If multiple stops were included the gondola could also easily serve snowshoers, and hikers during the warmer months. **(32.2.6.5G)**

**COMMENT #:** 1326  
**DATE:** 6/29/21 9:42 PM  
**SOURCE:** Website  
**NAME:** Cameron Simim

---

**COMMENT:**

Do the Gondola Please. Just seems to be a much better option overall. (32.2.9D)

**COMMENT #:** 1327  
**DATE:** 6/29/21 9:42 PM  
**SOURCE:** Website  
**NAME:** Richard Robins

---

**COMMENT:**

Absolutely Support A Gondola up Little Cottonwood Canyon! It is the right thing to do from a conservation standpoint, and from an economical/usage standpoint **(32.2.9D)**

**COMMENT #:** 1328  
**DATE:** 6/29/21 9:42 PM  
**SOURCE:** Website  
**NAME:** Cheryl Lake

---

**COMMENT:**

I vote for the gondola option for Little Cottonwood Canyon transportation. **(32.2.9D)**

**COMMENT #:** 1329  
**DATE:** 6/29/21 9:43 PM  
**SOURCE:** Website  
**NAME:** Frank Lake

---

**COMMENT:**

I vote for the gondola option for Little Cottonwood Canyon transportation. **(32.2.9D)**



**COMMENT #:** 1330  
**DATE:** 6/29/21 9:45 PM  
**SOURCE:** Website  
**NAME:** Hillary Terrell

---

**COMMENT:**

I like the idea of this but my greatest concern is cost. If this is will be free and easy to access then I think it will be utilized more. **(32.29D)**

**COMMENT #:** 1331  
**DATE:** 6/29/21 9:45 PM  
**SOURCE:** Website  
**NAME:** Duane Carlile

---

**COMMENT:**

I believe the gondola option provides the best option. It saves emissions in the canyon and will provide the fastest way to the resorts. **(32.2.9D)**

**COMMENT #:** 1332  
**DATE:** 6/29/21 9:47 PM  
**SOURCE:** Website  
**NAME:** Carson Humphreys

---

**COMMENT:**

This is a great idea!! Parking up the canyon is a mess and it would make it way easier for some people to make it up the canyon! Especially those without 4-Wheel drive. **(32.29D)**

**COMMENT #:** 1333  
**DATE:** 6/29/21 9:49 PM  
**SOURCE:** Website  
**NAME:** Tiffanie Feher

---

**COMMENT:**

I am in favor of a gondola system in Little Cottonwood Canyon. **(32.2.9D)**

**COMMENT #:** 1334  
**DATE:** 6/29/21 9:50 PM  
**SOURCE:** Website  
**NAME:** Catherine Tanner

---

**COMMENT:**

Please actually listen to the people and do the right thing and choose The Gondola!!! (32.2.9D)

**COMMENT #:** 1335  
**DATE:** 6/29/21 9:52 PM  
**SOURCE:** Website  
**NAME:** Shelly Bullock

---

**COMMENT:**

I support the Gondola **(32.2.9D)**

**COMMENT #:** 1336  
**DATE:** 6/29/21 9:55 PM  
**SOURCE:** Website  
**NAME:** Glen Fish

---

**COMMENT:**

My name is Glen I'm for the gondola I think it makes sense in the long run, buses cause pollution, on snow days it's still going to cause congestion with buses. **(32.2.9D)**

**COMMENT #:** 1337  
**DATE:** 6/29/21 9:56 PM  
**SOURCE:** Website  
**NAME:** Gaylen Price

---

**COMMENT:**

I'm all for the gondola option. **(32.2.9D)**



**COMMENT #:** 1338  
**DATE:** 6/29/21 9:57 PM  
**SOURCE:** Website  
**NAME:** Jose Chavez

---

**COMMENT:**

I grew up in LCC and I love everything about this Gondola! **(32.2.9D)**

**COMMENT #:** 1339  
**DATE:** 6/29/21 10:01 PM  
**SOURCE:** Website  
**NAME:** Matt Toltzien

---

**COMMENT:**

I am in support of the Gondola option. **(32.2.9D)**

**COMMENT #:** 1340  
**DATE:** 6/29/21 10:02 PM  
**SOURCE:** Website  
**NAME:** Erik Happ

---

**COMMENT:**

Build the gondola!!! The benefits out weigh the costs, it's simple **(32.2.9D)**

**COMMENT #:** 1341  
**DATE:** 6/29/21 10:04 PM  
**SOURCE:** Website  
**NAME:** Lisa Sharp

---

**COMMENT:**

Looks like an awesome idea **(32.29D)**

**COMMENT #:** 1342  
**DATE:** 6/29/21 10:08 PM  
**SOURCE:** Website  
**NAME:** Lucas Geerts

---

**COMMENT:**

I support the gondola project because I think it offers a long term solution. (32.2.9D)

**COMMENT #:** 1343  
**DATE:** 6/29/21 10:08 PM  
**SOURCE:** Website  
**NAME:** La Brew

---

**COMMENT:**

I support the gondola!! (32.2.9D)

**COMMENT #:** 1344  
**DATE:** 6/29/21 10:09 PM  
**SOURCE:** Website  
**NAME:** Russ Duszak

---

**COMMENT:**

Sounds good - build the gondola **(32.2.9D)**

**COMMENT #:** 1345  
**DATE:** 6/29/21 10:12 PM  
**SOURCE:** Website  
**NAME:** Sean Murphy

---

**COMMENT:**

I think the selling points of the gondola are clear; I won't rehash them. I think it's important to consider unintended consequences, and have thoughtful discussion about them. As a Snowbird passholder for the past 25 years, I encourage you to consider the following. To be clear, I am in favor of the gondola as a solution **(32.2.9D)** but I feel as though we are being subjected to a sales pitch and not a discussion.

- Will the gondola become a tourist attraction in itself, and cause more people to flock to LCC? There is a reason Snowbird is pushing this from a business perspective. I'm worried this will attract more people than the current mountain acreage and infrastructure can handle. **(32.20A)**

- I haven't seen any numbers that reflect estimated wait times to board a gondola, based on peak traffic rates. If you add a 30min wait time to a 30min gondola ride, have we really solved the problem? **(32.2.6.5C)**

- How much would this cost to skiers? What is the motivation for a local who drives the canyon in the comfort of their car 30+ times per winter? This sounds a lot like an easy way to make skiing more expensive for locals. **(32.2.4A)**

- How would environmental maintenance issues such as rime, wind, etc impact the normal operation of the gondola? The Snowbird Aerial Tram is often not able to operate due to inclement weather. How would a system with 10x the capacity and 10x the distance travelled be impacted? What happens to resort parking availability when the gondola is down? **(32.2.6.5D and 32.2.6.5K)**

- UTA has traditionally not been willing to commit bus resources to make canyon mass transit reliable, predictable, and available when we need it. How can we have confidence that a gondola would not be subject to the same pitfalls, such as overcrowding at peak times and lack of service at non-peak times? **(32.2.6.5C)**

- how would bus service supplement the gondola? Would the gondola be operated by UTA? **(32.2.6.5Q)**



**COMMENT #:** 1346  
**DATE:** 6/29/21 10:12 PM  
**SOURCE:** Website  
**NAME:** Bergen Eskildsen

---

**COMMENT:**

We need the tram. **(32.2.9D)** Additional buses on top of the existing car traffic on the road will be a complete mess and won't do much to alleviate the gridlock in the canyon during the winter **(32.2.9C)**

**COMMENT #:** 1347  
**DATE:** 6/29/21 10:19 PM  
**SOURCE:** Website  
**NAME:** David Swan

---

**COMMENT:**

Please do not allow the gondola to move forward, **(32.2.9E)** the only option for Utah and LCC is a bus lane and more buses with incentives to ride the bus. Limiting cars on peak days. **(32.2.4A)** This option is the only one that makes sense do not allow private entities that have a vested interest in making money and not taking care of the environment or the public drive this discussion. Snow bird is encouraging people to join them in pushing the gondola this should not be allowed unless they are going to flip the bill . **(32.2.9N)** Why should tax payers pay for them to line their pockets kn gimmicks that they can sell to yet more tourists. **(32.2.7A)** It is clear that they will market and profit from the gondola and that is why they are pushing it which will bring even more traffic to the canyon. Think about the locals and who will be paying for this is sure won't be Snowbird and Alta or the tourist they they continue to bring to the canyon so that they can make money. **(32.7A)** The issue come from out of town visitors who either rent cars or drive from out of town. If a bus was easier/required it would be used. Use a toll and buses. It only makes sense. Do not allow private organizations to undermine our politics and impact the tax payers. Listen to the people. **(32.2.9B)**

**COMMENT #:** 1348  
**DATE:** 6/29/21 10:21 PM  
**SOURCE:** Website  
**NAME:** Austin Macareo

---

**COMMENT:**

Cog train is best for all elements including wind and avalanches. As the tram for snowbird is always on wind holds, the gondola will be as well. **(32.2.9F and 32.2.6.5K)**

**COMMENT #:** 1349  
**DATE:** 6/29/21 10:22 PM  
**SOURCE:** Website  
**NAME:** Brad Johnson

---

**COMMENT:**

Widening road for 3 total lanes and making directional 2 up in the morning and 2 down in the afternoon with extra busses sounds best to me. Then the bikes have extra room for safety in the summer.  
**(32.2.2D)**

**COMMENT #:** 1350  
**DATE:** 6/29/21 10:23 PM  
**SOURCE:** Website  
**NAME:** Patrick Shea

---

**COMMENT:**

The gondola and the half a billion dollars it will take to built and operate the gondola. With the rapid development of electrical vehicles, including buses. **(32.2.6.3F)** Further, the lack of political transparency and improper, if not illegal, efforts by the private owners of the property and the proposed gondola is repugnant, but in Utah it is acceptable as long as you are developing, regardless of the impact on the watershed and ecosystem. **(32.2.2X, 32.12A, and 32.13A)** Our children and grandchildren will mark 2021/22 as a juncture where money drove decisions that damaged our watershed ecosystem. **(32.12A)**

**COMMENT #:** 1351  
**DATE:** 6/29/21 10:23 PM  
**SOURCE:** Website  
**NAME:** Taggart Weeks

---

**COMMENT:**

We don't need a to continue building the cottonwood canyons into the highway to hell that they've become. A gondola would be more beneficial than a bus. Ski areas around the world with similar geography have proven the efficiency of a gondola to carry skiers to the base of the resort and in my and many other Utahns opinion building the canyon out for busses is the wrong idea. **(32.2.9D)**

**COMMENT #:** 1352  
**DATE:** 6/29/21 10:24 PM  
**SOURCE:** Website  
**NAME:** Steven Overson

---

**COMMENT:**

The gondola proposal sounds like a big improvement over widening the Little Cottonwood Canyon and adding parking in the canyon, I support this proposal. **(32.2.9D)**

**COMMENT #:** 1353  
**DATE:** 6/29/21 10:29 PM  
**SOURCE:** Website  
**NAME:** Alex Eng

---

**COMMENT:**

It's time for Utah to follow the example of ski resorts in Europe. Even with an improved bus route there would be too much traffic. There have been several times where it has taken several hours just to drive down the canyon and at Snowbird in particular, there are never enough parking spots. **(32.7B and 32.29D)**



**COMMENT #:** 1354  
**DATE:** 6/29/21 10:30 PM  
**SOURCE:** Website  
**NAME:** Joe Walker

---

**COMMENT:**

great idea! (32.29D)

**COMMENT #:** 1355  
**DATE:** 6/29/21 10:31 PM  
**SOURCE:** Website  
**NAME:** Kelly Karpinski

---

**COMMENT:**

A gondola will be an eye sore in the canyon and will add to commute time on the bulk of days. A bus lane is the way to go. **(32.2.9B)** Also, access to the canyons should be free for locals who are shouldering the tax burden of UDOT projects. **(32.2.4A)**

**COMMENT #:** 1356  
**DATE:** 6/29/21 10:33 PM  
**SOURCE:** Website  
**NAME:** Bob Mack

---

**COMMENT:**

Gas guzzling busses that create more ground traffic are not the answer. GONDOLA!!!! (32.2.9D)

**COMMENT #:** 1357  
**DATE:** 6/29/21 10:44 PM  
**SOURCE:** Website  
**NAME:** Pamela Pehrson

---

**COMMENT:**

I want the gondola choice **(32.2.9D)**

**COMMENT #:** 1358  
**DATE:** 6/29/21 10:44 PM  
**SOURCE:** Website  
**NAME:** Anna-Stacy Lords

---

**COMMENT:**

I think the gondola is a great idea for LCC. I grew up near this canyon and to help preserve it in this way seems like a such a good move. **(32.2.9D)**

**COMMENT #:** 1359  
**DATE:** 6/29/21 10:46 PM  
**SOURCE:** Website  
**NAME:** Claudia Santos

---

**COMMENT:**

I agree that the gondola is a good and efficient solution for the transportation to the Alta Ski area.  
(32.2.9D)

**COMMENT #:** 1360  
**DATE:** 6/29/21 10:47 PM  
**SOURCE:** Website  
**NAME:** Scott Liljenquist

---

**COMMENT:**

I am in full support of the gondola system. It seems to make more sense to install a system that's less impacted by weather, road conditions, and avalanches. Plus I think it would quickly become an icon and almost an attraction by itself to even further enhance the image and appeal of the canyon and its recreation. **(32.2.9D)**

**COMMENT #:** 1361  
**DATE:** 6/29/21 10:50 PM  
**SOURCE:** Website  
**NAME:** Matthew Scott

---

**COMMENT:**

I support lower emissions and more reliable transportation methods. Please accept the gondola proposal **(32.2.9D)**



**COMMENT #:** 1362  
**DATE:** 6/29/21 10:53 PM  
**SOURCE:** Website  
**NAME:** Daniel Richey

---

**COMMENT:**

The proposed Gondola sounds like a great idea! I would support this 100%. Would be great to cut down on canyon traffic. Would be safer than driving in the canyon on snowy days. Love the idea! The faster the gondola can move the better! **(32.2.9D)**

**COMMENT #:** 1363  
**DATE:** 6/29/21 10:58 PM  
**SOURCE:** Website  
**NAME:** Scott Jensen

---

**COMMENT:**

I support the gondola as the primary solution **(32.2.9D)** however, the sudden significant increase in traffic and pressure on the canyon is due to Snowbird and Alta becoming part of and collecting revenue from the Ikon pass. In that, by design, the gondola will most benefit these two resorts and that they are responsible for and benefiting the most from the gondola they should bear the majority of the cost for it. This should not be a publicly paid for project. Those of us living close to the base of the canyon and in the Canyons School District have already seen a significant increase in our taxes the past few years. **(32.2.7A)**

**COMMENT #:** 1364  
**DATE:** 6/29/21 11:06 PM  
**SOURCE:** Website  
**NAME:** Brighton Bigler

---

**COMMENT:**

As an avid recreationalist in LCC, I am not in support of a gondola but rather enhanced bus service with snowsheds in avalanche zones **(32.2.9A)**

**COMMENT #:** 1365  
**DATE:** 6/29/21 11:07 PM  
**SOURCE:** Website  
**NAME:** Skier Local

---

**COMMENT:**

Why not put a train system up like in Switzerland. **(32.2.9F)** Then have trax go right to the bottom of the canyon. **(32.2.2I)** The gondola will only get used half the year and be an eyesore. The train at least will be lower out of sight more **(32.17A)**. Then add the avalanche road tunnels where needed. **(32.2.9K)**

**COMMENT #:** 1366  
**DATE:** 6/29/21 11:09 PM  
**SOURCE:** Website  
**NAME:** Chris Scott

---

**COMMENT:**

Please build this thing while I'm still spry enough to ski Alta & Snowbird. That road up is a nightmare. I hope this isn't a case of the project not happening because it makes too much sense. I would love a gondola ride up the canyon. What fun! **(32.2.9D)**

**COMMENT #:** 1367  
**DATE:** 6/29/21 11:12 PM  
**SOURCE:** Website  
**NAME:** Steve Schuchart

---

**COMMENT:**

Have been spending parts of our winter here for 30 years. Keep it going with the gondola and save our Canyon. **(32.2.9D)**

**COMMENT #:** 1368  
**DATE:** 6/29/21 11:13 PM  
**SOURCE:** Website  
**NAME:** Cortney Holmes

---

**COMMENT:**

Yes to the gondola! **(32.2.9D)**

**COMMENT #:** 1369  
**DATE:** 6/29/21 11:17 PM  
**SOURCE:** Website  
**NAME:** James Judeikis

---

**COMMENT:**

I think the gondola is the best solution to the traffic problem **(32.2.9D)**



**COMMENT #:** 1370  
**DATE:** 6/29/21 11:17 PM  
**SOURCE:** Website  
**NAME:** Bob Hutchins

---

**COMMENT:**

I am for the gondola. Europe is model for how these transportation systems work. **(32.2.9D)**

**COMMENT #:** 1371  
**DATE:** 6/29/21 11:25 PM  
**SOURCE:** Website  
**NAME:** Eric Wiener

---

**COMMENT:**

I am 100% in favor of this proposal. It's a win for everyone including Mother Earth. **(32.29D)**

**COMMENT #:** 1372  
**DATE:** 6/29/21 11:27 PM  
**SOURCE:** Website  
**NAME:** Joe Rickers

---

**COMMENT:**

I think the gondola is an amazing idea and I'm all for it **(32.2.9D)**

**COMMENT #:** 1373  
**DATE:** 6/29/21 11:35 PM  
**SOURCE:** Website  
**NAME:** Beatriz Coelho

---

**COMMENT:**

As someone who has moved to salt lake in the last 5 years, I have already seen an immense amount of traffic increase in LCC. This gondola would most definitely be used by myself and I am nearly certain many others. AWESOME idea. Let's do it! **(32.2.9D)**

**COMMENT #:** 1374  
**DATE:** 6/29/21 11:39 PM  
**SOURCE:** Website  
**NAME:** Komal Rastogi

---

**COMMENT:**

I think the Gondola option is the best option. Sustainable and help perserve pollution in the Canyons. It is a unique idea and would be a tourist attraction as well. **(32.2.9D)**

**COMMENT #:** 1375  
**DATE:** 6/29/21 11:42 PM  
**SOURCE:** Website  
**NAME:** Dallas Makin

---

**COMMENT:**

Gondola makes the most sense long term. **(32.2.9D)**

**COMMENT #:** 1376  
**DATE:** 6/29/21 11:44 PM  
**SOURCE:** Website  
**NAME:** Carolyn Chappell

---

**COMMENT:**

I really think something has to go forward along the lines of the gondola to save Little Cottonwood  
(32.2.9D)

**COMMENT #:** 1377  
**DATE:** 6/29/21 11:45 PM  
**SOURCE:** Website  
**NAME:** Rich Shaw

---

**COMMENT:**

yes to gondola!! (32.2.9D)



**COMMENT #:** 1378  
**DATE:** 6/29/21 11:46 PM  
**SOURCE:** Website  
**NAME:** Merry Morris

---

**COMMENT:**

I support the proposed gondola!!! (32.2.9D)

**COMMENT #:** 1379  
**DATE:** 6/29/21 11:53 PM  
**SOURCE:** Website  
**NAME:** Jenika Mifflin

---

**COMMENT:**

I think that the gondola would be the better of the two options. A wide road with that many lanes would ruin the aesthetic of the canyon and make it feel like Provo canyon (with freeway going through it). **(32.17B)** I have lived in Cottonwood Heights my whole life, so I also support the gondola option for having lower impacts on the water and life of the canyon. **(32.2.9D)**

**COMMENT #:** 1380  
**DATE:** 6/29/21 11:54 PM  
**SOURCE:** Website  
**NAME:** Boyd Curtis

---

**COMMENT:**

I support the gondola as a viable option to reduce congestion and provide access to Little cottonwood Canyon **(32.2.9D)**

**COMMENT #:** 1381  
**DATE:** 6/29/21 11:55 PM  
**SOURCE:** Website  
**NAME:** Kacey Anderson

---

**COMMENT:**

As resident (born & raised) in Utah, an avid skier, and mother of 3 girls who ski, I am in FULL support of the LCC Gondola! **(32.2.9D)**

**COMMENT #:** 1382  
**DATE:** 6/29/21 11:58 PM  
**SOURCE:** Website  
**NAME:** Emilee Tanner

---

**COMMENT:**

I am in favor of alternative B-the gondola starting at la caille. I think it is far less intrusive to the wildlife surrounding and does not disrupt recreational areas, such as spots used for bouldering. **(32.13A and 32.4A)** The gondola will provide a way for people to travel down the canyon in case of closures due to avalanche or road conditions. Far less people will be stuck up the mountain in inter lodge with this option. **(32.2.6.5H)** Also, the gondola will likely contribute less to co2 emissions than the bus lane (with busses running every 5 minutes), which makes it a better option environmentally. **(32.10A)** Please take this into consideration when making your final decision. **(32.2.9D)**

**COMMENT #:** 1383  
**DATE:** 6/30/21 12:05 AM  
**SOURCE:** Website  
**NAME:** Talon Hawkes

---

**COMMENT:**

Having 5 lanes of traffic would make our beautiful canyon look a lot less beautiful and a lot more concrete jungle. **(32.17B)** Terrible look and terrible for the environment in terms of carbon footprint. **(32.10A)** i'm a climber and do not support this option due to the catastrophic impact it would have on all the great climbing spots in little cottonwood canyon. **(32.4A)** The gondola is the lesser of the two evils. **(32.2.9D)**

**COMMENT #:** 1384  
**DATE:** 6/30/21 12:12 AM  
**SOURCE:** Website  
**NAME:** Philip Gutry

---

**COMMENT:**

I support the gondola option. **(32.2.9D)** I am a park city resident but frequently visit LCC

**COMMENT #:** 1385  
**DATE:** 6/30/21 12:25 AM  
**SOURCE:** Website  
**NAME:** Nick Tsagalakis

---

**COMMENT:**

I support the Gondola! Would be Epic and sustainable for LCC and traffic! **(32.2.9D)**



**COMMENT #:** 1386  
**DATE:** 6/30/21 12:36 AM  
**SOURCE:** Website  
**NAME:** Tj Orchard

---

**COMMENT:**

I understand y'all are both businesses. I truly want everyone to ask themselves, what the goal is? Every single person who lives here knows that the goal is to attract more people to those resorts with less -car traffic. **(32.1.2B and 32.6A)** Gondola will stop because of avalanches, snowbird has advertised that it doesn't. That is not true and will never be true. Everything stops for avalanches and mitigation work. Please stop false advertising that it skips avalanches and road closures, if conditions are not safe, the gondola will not be running. **(32.2.6.5H)** Please, please ask yourselves what the goal is. **(32.1.2B)** There are better ways that don't leave a giant gondola empty 300+ days of the year. Please don't spend my tiny contribution of lify taxes to spend on a giant touristy gondola for more rich people to treat me, and other employees like [REDACTED]. Last thing, 56% lower carbon emissions \*in the canyon\* is a terrible advertisement. Carbon emissions from one tiny area in the salt lake valley doesn't mean anything if the rest of salt lake valley does nothing, as it currently is. **(32.10A)**

**COMMENT #:** 1387  
**DATE:** 6/30/21 12:36 AM  
**SOURCE:** Website  
**NAME:** Ryan Merriner

---

**COMMENT:**

I don't want the gondola. Will be too expensive for us common folk. The last thing I want is LCC becoming the next Vail. **(32.2.9E)**

**COMMENT #:** 1388  
**DATE:** 6/30/21 12:54 AM  
**SOURCE:** Website  
**NAME:** Paul Shapiro

---

**COMMENT:**

Do the gonjala. (32.2.9D)

**COMMENT #:** 1389  
**DATE:** 6/30/21 12:58 AM  
**SOURCE:** Website  
**NAME:** Matthias Philippine

---

**COMMENT:**

I support the gondola project! **(32.2.9D)**

**COMMENT #:** 1390  
**DATE:** 6/30/21 1:07 AM  
**SOURCE:** Website  
**NAME:** Heiner Fuchs

---

**COMMENT:**

Gondolas combined with a significant toll like \$20 for LCC is the way to go. **(32.2.9D and 32.2.4A)**

**COMMENT #:** 1391  
**DATE:** 6/30/21 1:10 AM  
**SOURCE:** Website  
**NAME:** David Mulligan

---

**COMMENT:**

I support the gondola option over the bus option. **(32.2.9D)**

**COMMENT #:** 1392  
**DATE:** 6/30/21 1:41 AM  
**SOURCE:** Website  
**NAME:** Jonathan Cassidy

---

**COMMENT:**

This will ruin the integrity of the mountain. You should not develop more to crowd the resorts even more. **(32.20C)** This is a bad idea that mainly benefits tourists and is meant to pad the wallets of the corporate elite. The development in this area should stop. **(32.29D)**

**COMMENT #:** 1393  
**DATE:** 6/30/21 2:23 AM  
**SOURCE:** Website  
**NAME:** Jacob Watabe

---

**COMMENT:**

Whether a dedicated bus lane or a gondola is chosen, I will likely use the service. However, as someone who is concerned about water supply and watersheds in Utah in the coming years, I think the gondola would be the better option. **(32.12A)** To me, the environmental benefits of the gondola system are worth the extra upfront cost. **(32.2.9D)**



**COMMENT #:** 1394  
**DATE:** 6/30/21 3:02 AM  
**SOURCE:** Website  
**NAME:** Elizabeth Golebiewski

---

**COMMENT:**

Yes!! I support the gondola option for Little Cottonwood Canyon!!! (32.2.9D)

**COMMENT #:** 1395  
**DATE:** 6/30/21 3:40 AM  
**SOURCE:** Website  
**NAME:** Keith Donnelly

---

**COMMENT:**

Totally support the Gondola idea. **(32.2.9D)**

**COMMENT #:** 1396  
**DATE:** 6/30/21 4:11 AM  
**SOURCE:** Website  
**NAME:** Kevin Guidotti

---

**COMMENT:**

Go with the gondola - we need to move away from combustion engine driven busses. The gondola is far better for the environment. **(32.2.9D)**

**COMMENT #:** 1397  
**DATE:** 6/30/21 4:48 AM  
**SOURCE:** Website  
**NAME:** Stuart Mattson

---

**COMMENT:**

I'm for a gondola system in Cottonwood Canyon... (32.2.9D)

**COMMENT #:** 1398  
**DATE:** 6/30/21 5:03 AM  
**SOURCE:** Website  
**NAME:** James Dodge

---

**COMMENT:**

Love LCC as a visitor from the East Coast. I would love the option of the gondola to minimize our carbon footprint and to increase access during avalanches and road closures. Great idea! **(32.2.9D)**

**COMMENT #:** 1399  
**DATE:** 6/30/21 5:09 AM  
**SOURCE:** Website  
**NAME:** Erik Brockhoff

---

**COMMENT:**

The gondola is a great idea. (32.2.9D)

**COMMENT #:** 1400  
**DATE:** 6/30/21 5:29 AM  
**SOURCE:** Website  
**NAME:** Sarah Rowland

---

**COMMENT:**

100% support this. Better for the environment, better for skiers, better for the mountains' operations!!  
**(32.29D)**

**COMMENT #:** 1401  
**DATE:** 6/30/21 5:31 AM  
**SOURCE:** Website  
**NAME:** Marie Celine Grogan

---

**COMMENT:**

I favor Gondola. **(32.2.9D)**



**COMMENT #:** 1402  
**DATE:** 6/30/21 5:40 AM  
**SOURCE:** Website  
**NAME:** Patrick Dieker

---

**COMMENT:**

Please install this gondola system! **(32.2.9D)**

**COMMENT #:** 1403  
**DATE:** 6/30/21 5:44 AM  
**SOURCE:** Website  
**NAME:** Dylan Cray-Kaden

---

**COMMENT:**

Please consider not building a gondola that will impede on other recreational activities in LCC and be an eyesore. **(32.4B and 32.17A)** I am doubtful that a gondola will even do anything to mitigate traffic at all. **(32.7C)**. Maybe slightly inside the canyon (although, probably not), but certainly not on Wasatch Blvd. **(32.2.9E)**

**COMMENT #:** 1404  
**DATE:** 6/30/21 5:47 AM  
**SOURCE:** Website  
**NAME:** Ben Rosenberger

---

**COMMENT:**

This is a fantastic idea. It would fix so many problems, is great for the environment, and would help so many people. **(32.29D)**

**COMMENT #:** 1405  
**DATE:** 6/30/21 5:57 AM  
**SOURCE:** Website  
**NAME:** Ronald Mittelman

---

**COMMENT:**

I've been skiing the canyon since 1974. Been in many traffic jams and road closures. The gondola would not only help but it would also be a very good way to attract tourists as a unique feature. Also very important is the long term sustainability of such a mode of canyon access. Today's investment will provide rewards to future generations. Worth it!!!! **(32.2.9D)**

**COMMENT #:** 1406  
**DATE:** 6/30/21 6:15 AM  
**SOURCE:** Website  
**NAME:** Carrie Mason

---

**COMMENT:**

Gondola! (32.2.9D)

**COMMENT #:** 1407  
**DATE:** 6/30/21 6:19 AM  
**SOURCE:** Website  
**NAME:** Todd Searle

---

**COMMENT:**

The gondola is the best solution for Little Cottonwood Canyon from both a safety and environmental impact standpoint. The gondola will allow egress on interlodge days and allow for transit of key personnel to keep the mountain safe. **(32.2.6.5H)** It will reduce cars and traffic in the canyon and provide easy access for all users. **(32.7C)** This is the solution for Little Cottonwood **(32.2.9D)**

**COMMENT #:** 1408  
**DATE:** 6/30/21 6:26 AM  
**SOURCE:** Website  
**NAME:** Sarah Sloan

---

**COMMENT:**

Hello! I'd like to voice my support for the gondola option in Little Cottonwood Canyon. It's a more sustainable option long term than expanding the bus system and road, which will put additional unnecessary strain on a canyon already being significantly impacted by traffic. **(32.7C and 32.2.9D)**

**COMMENT #:** 1409  
**DATE:** 6/30/21 6:28 AM  
**SOURCE:** Website  
**NAME:** Angela Hassan

---

**COMMENT:**

Long overdue. The Gondola is great idea and should be implemented. (32.2.9D)



**COMMENT #:** 1410  
**DATE:** 6/30/21 6:29 AM  
**SOURCE:** Website  
**NAME:** Doug Finlinson

---

**COMMENT:**

Couple of questions...in the video it doesn't show many support posts (I saw one between Snowbird and Alta) like you see for most lifts...is that reality? **(32.2.6.5L)** Also, for those who want to go directly to Alta, will they need to stop at Snowbird? **(32.2.6.5R)** Also, how much will it cost to ride? **(32.2.4A)**

**COMMENT #:** 1411  
**DATE:** 6/30/21 6:38 AM  
**SOURCE:** Website  
**NAME:** Kyle Ticotin

---

**COMMENT:**

In favor of the bus with added shoulder lane.

This provides users of all types an added benefit, not just those who only use Little Cottonwood for its ski resorts.

- Its visual impact is minimal compared to a gondola. **(32.17B)**
- Addresses safety for cyclists and pedestrians on the road
- benefits those parking at the various trailheads throughout LCC **(32.2.6.3C)**
- less destruction of new wildlife habitats. A gondola requires towers to be built in pristine wildlife areas. Lets not destroy more of their habitat. **(32.13A)**

**COMMENT #:** 1412  
**DATE:** 6/30/21 6:41 AM  
**SOURCE:** Website  
**NAME:** Gregory O'Neil

---

**COMMENT:**

I'm in favor of the gondola. Both for the ability to run during periods of high avalanche danger as well as reducing the number of cars in the canyon. I believe people will be more inclined to take a gondola than ride the bus. **(32.2.9D)**

**COMMENT #:** 1413  
**DATE:** 6/30/21 6:42 AM  
**SOURCE:** Website  
**NAME:** Kelli Cooper

---

**COMMENT:**

NO NO NO Gondola!!!!!! (32.2.9E)

**COMMENT #:** 1414  
**DATE:** 6/30/21 6:42 AM  
**SOURCE:** Website  
**NAME:** Renee Cazier

---

**COMMENT:**

Gondola (3.2.9D)

**COMMENT #:** 1415  
**DATE:** 6/30/21 6:43 AM  
**SOURCE:** Website  
**NAME:** Ron Hyatt

---

**COMMENT:**

NO to the gondola (32.2.9E)

**COMMENT #:** 1416  
**DATE:** 6/30/21 6:43 AM  
**SOURCE:** Website  
**NAME:** Alexis Bucknam

---

**COMMENT:**

I grew up near the base of Little Cottonwood Canyon in Sandy and now live in Holladay. I ski at Alta and Snowbird each winter. I support the gondola solution because it is a more sustainable solution.  
**(32.2.9D)**

**COMMENT #:** 1417  
**DATE:** 6/30/21 6:44 AM  
**SOURCE:** Website  
**NAME:** Joel Cooper

---

**COMMENT:**

Yes to the BUS idea (32.2.9A or 32.2.9B)



**COMMENT #:** 1418  
**DATE:** 6/30/21 6:44 AM  
**SOURCE:** Website  
**NAME:** Owen Cooper

---

**COMMENT:**

NO gondola (32.2.9E)

**COMMENT #:** 1419  
**DATE:** 6/30/21 6:44 AM  
**SOURCE:** Website  
**NAME:** Tyler Nelson

---

**COMMENT:**

Gondola (32.2.9D)

**COMMENT #:** 1420  
**DATE:** 6/30/21 6:45 AM  
**SOURCE:** Website  
**NAME:** Reed Cooper

---

**COMMENT:**

NO gondola (32.2.9E)

**COMMENT #:** 1421  
**DATE:** 6/30/21 6:49 AM  
**SOURCE:** Website  
**NAME:** Robert Blakeslee

---

**COMMENT:**

Some type of mass transit is necessary **(32.7C)**

**COMMENT #:** 1422  
**DATE:** 6/30/21 6:49 AM  
**SOURCE:** Website  
**NAME:** Kyle Bell

---

**COMMENT:**

How will this benefit those who are living right there, at the mouth of little cottonwood? From what it seems like, it's going to create a lot of traffic and more tourism. **(32.7B)**

**COMMENT #:** 1423  
**DATE:** 6/30/21 6:57 AM  
**SOURCE:** Website  
**NAME:** MaryAnn Birch

---

**COMMENT:**

I support the Gondola as an alternate way to travel in Little Cottonwood Canyon. **(32.2.9D)**

**COMMENT #:** 1424  
**DATE:** 6/30/21 6:58 AM  
**SOURCE:** Website  
**NAME:** Kee Chan

---

**COMMENT:**

The gondola is an amazing solution to address the constant traffic congestion. **(32.2.9D)** Please approve the project

**COMMENT #:** 1425  
**DATE:** 6/30/21 7:00 AM  
**SOURCE:** Website  
**NAME:** Larry O'Neil

---

**COMMENT:**

Having driven that Canyon thousands of times, I fully support the Gondola Plan to reduce traffic and save our Canyon! Thanks **(32.2.9D)**



**COMMENT #:** 1426  
**DATE:** 6/30/21 7:01 AM  
**SOURCE:** Website  
**NAME:** David Owen

---

**COMMENT:**

This is a great concept. Good for skiers, the environment and year round tourism. **(32.29D)**

**COMMENT #:** 1427  
**DATE:** 6/30/21 7:04 AM  
**SOURCE:** Website  
**NAME:** Jeff Gravatte

---

**COMMENT:**

I believe the best solution to the on-going traffic and safety issues in LCC are to build a Gondola. It has it's trade-offs but the Gondola is the most environmentally sensitive and scalable solution to the problems in LCC. **(32.2.9D)**

**COMMENT #:** 1428  
**DATE:** 6/30/21 7:08 AM  
**SOURCE:** Website  
**NAME:** Stephen Douglas Wismer

---

**COMMENT:**

I think the Gondola will be a wonderful addition to Little Cottonwood Canyon. I am a long-time resident of Cottonwood Heights and a skier. The gondola will benefit many by reducing the number of cars in the canyon. Elsewhere in the world Gondolas are used successfully as mass transit Example: [https://en.wikipedia.org/wiki/Metrocable\\_\(Medell%C3%ADn\)](https://en.wikipedia.org/wiki/Metrocable_(Medell%C3%ADn)) **(32.2.9D)**

**COMMENT #:** 1429  
**DATE:** 6/30/21 7:09 AM  
**SOURCE:** Website  
**NAME:** Richard Luke

---

**COMMENT:**

I have been a Utah Resident for over 50 years. I have been stranded once at a Youth Retreat at Alta. We were stuck in the canyon for over twelve hours while they cleared a one lane path to allow people to exit the canyon. A gondola would have prevented this and is, in my opinion, the best long-term solution for Little Cottonwood Canyon. **(32.2.9D)**

**COMMENT #:** 1430  
**DATE:** 6/30/21 7:09 AM  
**SOURCE:** Website  
**NAME:** Jeff Dodd

---

**COMMENT:**

Gondola is best option **(32.2.9D)**

**COMMENT #:** 1431  
**DATE:** 6/30/21 7:13 AM  
**SOURCE:** Website  
**NAME:** Zoe McManus

---

**COMMENT:**

As a long term resident of Little Cottonwood Canyon I'd like to express my support of the gondola concept **(32.2.9D)**

**COMMENT #:** 1432  
**DATE:** 6/30/21 7:14 AM  
**SOURCE:** Website  
**NAME:** Samantha Madsen

---

**COMMENT:**

Here are some problems I see with the Gondola. 1. Fee. What are you going to charge people? Skiing as a sport continues to grow in cost. This adds another. It should be a no charge transportation. **(32.2.4A)** 2. Capacity of gondola. You going to cram people in there like the snowbird tram for a 31 & 37 min ride? No thanks. **(32.2.6.5C)** 3. Lockers. Alta has had a waiting list for years on their lockers. Use of lockers always outpaces what's available. Unless there is a plan on how you will expand locker space, don't bother. Additionally, people like to have their stuff with them at the resort so lockers at the resorts are better. **(32.2.3A)** 4. Freedom. People enjoy the freedom of being able to leave when they want & not have to wait--both inbound to LCC and outbound. That's what's nice about cars. With a national push toward electric vehicles, this helps reduce emissions. **(32.29D)** 5. Lines. Having to wait an hour or longer for a gondola. No different than having to wait while driving up the canyon. **(32.2.6.5C)** 6. Capacity. It won't take long for this gondola to reach maximum capacity--meaning longer lines to get up or down the canyon. What's the plan for expansion and handling larger and larger crowds? If you don't have a plan for that, don't bother. The earth is only going to get more populated, not less. **(32.2.6.5N)**

**COMMENT #:** 1433  
**DATE:** 6/30/21 7:18 AM  
**SOURCE:** Website  
**NAME:** Richard Abbott

---

**COMMENT:**

The gondola is a great option...except the cost doesn't nearly justify the benefits. The ski resorts are already overcrowded on busy days, and the canyons are not a problem on non-busy days. **(32.20C)** At \$500MM the cost per trip reduction is enormous. **(32.2.9E)** We should just charge cars \$10/trip on weekends and snow days, which would decrease the number of vehicles on those days, and cost very little to install. **(32.2.4A)** The busing lane option, with a one-way bus lane that switches directions midday could be added to most or all of the canyon, and the extra room on the road would be a big benefit in the summers. **(32.2.2D)** The carbon benefits aren't a local benefit and this is a very expensive way to reduce global carbon emissions. **(32.10A)** The safety concerns have been managed well already. **(32.29D)**  
- Rich



**COMMENT #:** 1434  
**DATE:** 6/30/21 7:19 AM  
**SOURCE:** Website  
**NAME:** Eric Edelman

---

**COMMENT:**

I do not support the idea of a gondola. **(32.2.9E)** It is short sighted and would only benefit Alta and Snowbird. **(32.6A)** The canyon only sees peak travel 25 day or so a year. **(32.1.4D)** The other 340 days per year the system would not be used. I would rather see an improved bus system. **(32.2.9A)**

**COMMENT #:** 1435  
**DATE:** 6/30/21 7:19 AM  
**SOURCE:** Website  
**NAME:** Carey Olsen

---

**COMMENT:**

I vote yes (32.29D)

**COMMENT #:** 1436  
**DATE:** 6/30/21 7:21 AM  
**SOURCE:** Website  
**NAME:** Chris Frauenhofer

---

**COMMENT:**

Gondola alternative B is not a suitable solution as it only services snowbird and alta ski resort. **(32.2.9E)** Using tax payer money to help these private businesses while leaving out transportation to other trail heads and recreation areas through out the canyon. Alternative A, enhanced bus service is the better alternative, as it will improve access for all canyon users throughout the canyon. **(32.2.6.3C and 32.2.9A)**

**COMMENT #:** 1437  
**DATE:** 6/30/21 7:22 AM  
**SOURCE:** Website  
**NAME:** Robert Hunter

---

**COMMENT:**

Gondola is the long term solution that makes the most sense. **(32.2.9D)**

**COMMENT #:** 1438  
**DATE:** 6/30/21 7:23 AM  
**SOURCE:** Website  
**NAME:** Jim Hunsaker

---

**COMMENT:**

The gondola concept makes sense and as a user of the LCC I know the problems of getting up the canyon, parking and etc. I'm in favor of the gondola system and can see the long term benefits. **(32.2.9D)** I'm in favor of this proposal as it was presented in the video. **(32.29D)**

**COMMENT #:** 1439  
**DATE:** 6/30/21 7:24 AM  
**SOURCE:** Website  
**NAME:** Taylor Watkins

---

**COMMENT:**

Would love a gondola starting at the base of little cottonwood canyon! Very efficient and more environmentally friendly. **(32.2.9D)**

**COMMENT #:** 1440  
**DATE:** 6/30/21 7:25 AM  
**SOURCE:** Website  
**NAME:** Mikel Monsen

---

**COMMENT:**

I have being skiing LCC for more than 30 years. As a local resident of Cottonwood Heights, I can tell you I would never use the Gondola system. Nor do I know a single user willing to spend an hour or more to ride each way. **(32.2.4A)** Please utilize the expanded bus system option. The primary focus of the canyons is for Utah residents, not catered to visitors and outside money. I gondola system over that kind of distance is horrifying. Thank you for considering. **(32.2.9A)**

**COMMENT #:** 1441  
**DATE:** 6/30/21 7:26 AM  
**SOURCE:** Website  
**NAME:** Craig Rollins

---

**COMMENT:**

We think the gondola concept is a great idea - would minimize impact on the canyon and dramatically increase customer flow. **(32.2.9D)**



**COMMENT #:** 1442  
**DATE:** 6/30/21 7:29 AM  
**SOURCE:** Website  
**NAME:** Sheena Wilson

---

**COMMENT:**

We want a Gondola for little cotton wood canyon. **(32.2.9D)**

**COMMENT #:** 1443  
**DATE:** 6/30/21 7:31 AM  
**SOURCE:** Website  
**NAME:** Ethan Romer

---

**COMMENT:**

I am opposed to the gondola proposal because it would be an eyesore that taints the landscape of LCC and does not provide access to trailheads for backcountry skiing. **(32.2.9E)**

**COMMENT #:** 1444  
**DATE:** 6/30/21 7:33 AM  
**SOURCE:** Website  
**NAME:** Ryker Low

---

**COMMENT:**

As somebody who uses the canyon both in winter and summer, I think this is a great idea. It seems like a long-term solution and will really solve the problems. **(32.29D)**

**COMMENT #:** 1445  
**DATE:** 6/30/21 7:34 AM  
**SOURCE:** Website  
**NAME:** Dan Mccann

---

**COMMENT:**

Tram up little is not the right answer. **(32.2.9E)** I dont know what is. Americans are not going to find parking then stand in a long line for a 35 min ride to the hill. **(32.2.6.5C)** I think its a bust man. Again not sure what the answer is. And is that 35 min ride on a tram that can do 12 meters a second ? **(32.2.6.5O)**

**COMMENT #:** 1446  
**DATE:** 6/30/21 7:35 AM  
**SOURCE:** Website  
**NAME:** Jonathan Paul

---

**COMMENT:**

The gondola is the right move for diversified transportation, diversified energy, and the canyon  
(32.2.9D)

**COMMENT #:** 1447  
**DATE:** 6/30/21 7:35 AM  
**SOURCE:** Website  
**NAME:** Steve Hinrichs

---

**COMMENT:**

I support the gondola **(32.2.9D)**

**COMMENT #:** 1448  
**DATE:** 6/30/21 7:36 AM  
**SOURCE:** Website  
**NAME:** Alex Arnold

---

**COMMENT:**

Do NOT install a gondola. There are so many other options that will defend the entire community year round, this solution only serves the resorts, it will only be useful for 4 months of the year. this is a terrible waste of taxpayer money. It is a shame that Utah is selling out like this to just 2 ski resorts.  
**(32.2.9E)**

**COMMENT #:** 1449  
**DATE:** 6/30/21 7:40 AM  
**SOURCE:** Website  
**NAME:** Eddie Sun

---

**COMMENT:**

What a fantastic concept. I hope this becomes reality. (32.29D)



**COMMENT #:** 1450  
**DATE:** 6/30/21 7:41 AM  
**SOURCE:** Website  
**NAME:** Bill Carrigan

---

**COMMENT:**

It appears to be a good idea but Wasatch Blvd should not be expanded. This would ruin the the feeling everyone enjoys at the restaurants and other venues between big and little cottonwood canyons. **(32.2.6.2.2A and 32.4F)** The bottleneck is at the canyon entrance and if you eliminate that than there would be no need to enlarge Wasatch Blvd. **(32.2.9L)**

**COMMENT #:** 1451  
**DATE:** 6/30/21 7:43 AM  
**SOURCE:** Website  
**NAME:** Michael Rowland

---

**COMMENT:**

We have spent many nights with our friends that live at the mouth a little Cottonwood Canyon. Both summer and winter. With the amount of traffic in the summer or avalanche closures in the winter, it would seem the most efficient an environmentally friendly approach to take would be the gondola. Thank you for listening to her input. Michael Rowland **(32.2.9D)**

**COMMENT #:** 1452  
**DATE:** 6/30/21 7:44 AM  
**SOURCE:** Website  
**NAME:** Jared Mann

---

**COMMENT:**

Gondola (32.29D)

**COMMENT #:** 1453  
**DATE:** 6/30/21 7:44 AM  
**SOURCE:** Website  
**NAME:** Ernest Shaw

---

**COMMENT:**

I believe the gondola option is far superior to any other solution for this transportation problem. It allows many, many people to enjoy a breathtakingly beautiful ride, and reliably get to the ski resorts, and it preserves the beauty of the canyon. **(32.2.9D)**

**COMMENT #:** 1454  
**DATE:** 6/30/21 7:45 AM  
**SOURCE:** Website  
**NAME:** Marlynne Pike

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**COMMENT:**

We are loving our canyons to death and the traffic, parking, and pollution are getting out of hand. The Gondola solves these issues and has so much less impact on the canyon than widening the road and allowing even more cars. **(32.2.9D)**

**COMMENT #:** 1455  
**DATE:** 6/30/21 7:45 AM  
**SOURCE:** Website  
**NAME:** Jake Treadwell

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**COMMENT:**

The Gondola is the only real solution. The road is hampered by vehicles on the road and the busses are not going to help that. It snows in LCC and busses wont work. they slide off the road. Even your UDOT employees pull them out all the time. The 3s is practical and moves far more people. **(32.2.9D)** Tell everyone the a full 3s configuration can move 5500 PPH. You are purposely limiting the number of cabins to hit a number. **(32.2.6.5N)**  
The 3s answers the mobility questions and the access question better than the road widening that wont work anyway. **(32.2.9D)**

**COMMENT #:** 1456  
**DATE:** 6/30/21 7:51 AM  
**SOURCE:** Website  
**NAME:** Alex Wetmore

---

**COMMENT:**

I'm writing to express my support for the proposed little cottonwood canyon gondola system. This proposal would greatly reduce the environmental impact of canyon travelers. Air quality is a primary concern for citizens of the Wasatch front and this will reduce the amount of carbon emitting travelers within the canyon. **(32.10A)** Additionally, it will reduce the wait times for travelers heading into the canyon as it can continue to run when roads are being cleared. **(32.2.9D)**

One question I do have is whether or not the service will be free to season pass holders such as the bus service currently is. If this system is to work, it should be free to pass holders at the minimum. **(32.2.4A and 32.2.7D)**

**COMMENT #:** 1457  
**DATE:** 6/30/21 7:51 AM  
**SOURCE:** Website  
**NAME:** Kenneth Libre

---

**COMMENT:**

Before we carve and scar up LCC with a tourist ride with a surprisingly low uphill capacity, let's improve our existing infrastructure. Wheeled vehicles will still need to move up and down the canyon.

1. Encourage carpooling and bus ridership with a no stopping tolling system for personal use vehicles. **(32.2.4A)**
2. Add a lane to Hwy 210: a dedicated center of the road bus lane that can be reversed (up in the morning and down after 3:00pm). **(32.2.2D)**
3. Build snow sheds at the know frequent slide paths. Costly yes, but so is everything else. We could get have less reliance on the 105mm howitzers use and newer remotely fired avalanche control systems (Wyssen, Obell'x, Gazex). **(32.2.9K)**
4. Make parking free at Alta/Snowbird for vehicles with 4 or more passengers. Charge vehicles with fewer passengers. **(32.2.4A)** Ski resorts currently appear to be looking at paid parking as a revenue source not a way to encourage carpooling and improve congestion. **(32.2.2F)**



**COMMENT #:** 1458  
**DATE:** 6/30/21 7:52 AM  
**SOURCE:** Website  
**NAME:** Kathryn Luke

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**COMMENT:**

The Gondola would significantly reduce Air pollution and Carbon. **(32.10A)** It would also provide a reliable way to enter/exit the canyon in all weather conditions, including avalanche activity. **(32.2.9D)**

**COMMENT #:** 1459  
**DATE:** 6/30/21 7:59 AM  
**SOURCE:** Website  
**NAME:** Peter Jensen

---

**COMMENT:**

If the issue is reducing traffic in and around the canyon the equally important issue of getting people to the base of the canyon must be considered. **(32.7B)** A train or enhanced bus system that got people to the base frequently from many places across the valley would make a huge impact. **(32.2.2I)** The gondola which is an inferior implementation since it won't scale with need. Will be under utilized if it is required to park at the base anyways. **(32.2.9E)**

**COMMENT #:** 1460  
**DATE:** 6/30/21 8:03 AM  
**SOURCE:** Website  
**NAME:** Chris Dailey

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**COMMENT:**

I don't see the need to widen Wasatch since the backup occurs trying to go up the canyon. Start with the canyon first and then widen Wasatch as needed. **(32.2.6.2.2A and 32.2.9L)** I like the gondola idea better. Better for all in the long run. Keeps people going up when the canyons closed, which keeps the slopes open and revenue coming in. **(32.2.9D)**

**COMMENT #:** 1461  
**DATE:** 6/30/21 8:04 AM  
**SOURCE:** Website  
**NAME:** Elliot Gleich

---

**COMMENT:**

I think the gondola will be a better long term opinion to get cars off the road as well as make the resorts more accessible during monster storms. **(32.2.9D)**

**COMMENT #:** 1462  
**DATE:** 6/30/21 8:04 AM  
**SOURCE:** Website  
**NAME:** Kevin Pinder

---

**COMMENT:**

I oppose the bus system for the canyon. **(32.2.9C)** We have world class skiing and hospitality and would like to see the canyon retain it's beauty by installing a tram system. **(32.2.9D)** Second opinion would be the rail.

Best regards,  
Kevin

**COMMENT #:** 1463  
**DATE:** 6/30/21 8:07 AM  
**SOURCE:** Website  
**NAME:** Thomas Carruthers

---

**COMMENT:**

I support the gondola **(32.2.9D)**

**COMMENT #:** 1464  
**DATE:** 6/30/21 8:08 AM  
**SOURCE:** Website  
**NAME:** Matthew Wiggins

---

**COMMENT:**

I do not support the Gondola. **(32.2.9E)** I do not feel it is in the best interest of the public. Expanding the road to allow for more buses is the best solution. **(32.2.9B)** Tax payer dollars should not be used to fund project primarily for private business benefit. **(32.6A)**

**COMMENT #:** 1465  
**DATE:** 6/30/21 8:09 AM  
**SOURCE:** Website  
**NAME:** Stephanie Keeler

---

**COMMENT:**

Please do not widen the road up Little Cottonwood Canyon. **(32.2.9B)** Please preserve its beauty and consider the Gondola option. **(32.2.9D)**



**COMMENT #:** 1466  
**DATE:** 6/30/21 8:10 AM  
**SOURCE:** Website  
**NAME:** Christal Erikson

---

**COMMENT:**

I think that the gondola option is a great idea. (32.2.9D)

**COMMENT #:** 1467  
**DATE:** 6/30/21 8:10 AM  
**SOURCE:** Website  
**NAME:** Simone Nixon

---

**COMMENT:**

Love the concept video. Well thought out design. Would be great to have a gondola! **(32.2.9D)**

**COMMENT #:** 1468  
**DATE:** 6/30/21 8:11 AM  
**SOURCE:** Website  
**NAME:** Sharon Poulsen

---

**COMMENT:**

Would traffic be allowed up and down for those with timeshares. (32.2.2L)

**COMMENT #:** 1469  
**DATE:** 6/30/21 8:12 AM  
**SOURCE:** Website  
**NAME:** Daniel Crooker

---

**COMMENT:**

This seems like the most viable solution that will both support reducing traffic in the canyon and also reducing the carbon footprint. You get my vote! **(32.29D)**

**COMMENT #:** 1470  
**DATE:** 6/30/21 8:12 AM  
**SOURCE:** Website  
**NAME:** Mark Pearce

---

**COMMENT:**

I think the gondola solution should be heavily preferred, it is better all around with environmental impacts as well as alleviating traffic in the canyons and bypasses issues due to snow conditions.  
**(32.2.9D)**

**COMMENT #:** 1471  
**DATE:** 6/30/21 8:12 AM  
**SOURCE:** Website  
**NAME:** Max Carrigan

---

**COMMENT:**

The gondola appears to be a good idea but Wasatch Blvd should not be expanded. This would ruin the feeling everyone enjoys at the restaurants and other venues between big and little cottonwood canyons. **(32.2.6.2.2A and 32.4F)** The bottleneck is at the canyon entrance and if you eliminate that with the gondola than there would be no need to enlarge Wasatch Blvd. **(32.2.6.2.2A and 32.2.9L)**

**COMMENT #:** 1472  
**DATE:** 6/30/21 8:13 AM  
**SOURCE:** Website  
**NAME:** jonathan kosyjana

---

**COMMENT:**

I am a visitor from Baltimore, Maryland and I think this is the best solution. I don't think it should come out of taxpayers' pockets though. Alta and snowbird should have to pay for it especially beings that Alta only pays \$500,000 a year on the land it rents. **(32.2.7A)** Alta also needs to open up slopes to everyone not just skiers but snowboarders too if taxpayer dollars are going to it. I think it will keep pollution down which is a concern because of inversion in salt lake. **(32.10A)** It will also cut down on human and financial loss by mitigating avalanche dangers, and car accidents. Il think the towers should be made to blend in as much as possible, maybe paint them like trees, and put some funding into help mitigate the environmental impact by planting trees and providing a home for wildlife **(32.25A)**

**COMMENT #:** 1473  
**DATE:** 6/30/21 8:14 AM  
**SOURCE:** Website  
**NAME:** Nikolai Wedekind

---

**COMMENT:**

As an avid user and fan of the Cottonwood canyons, Little cottonwood in particular... this solution makes the most long term sense in keeping this beautiful canyon accessible and sustainable. Panoramic gondola ride > sitting in the cottonwood shuffle. **(32.2.9D)**



**COMMENT #:** 1474  
**DATE:** 6/30/21 8:14 AM  
**SOURCE:** Website  
**NAME:** Tom Spangler

---

**COMMENT:**

A gondola is the best solution! **(32.2.9D)**

Rather than continue in the past with old technology and ways, we need to think of the future and plan accordingly.

**COMMENT #:** 1475  
**DATE:** 6/30/21 8:15 AM  
**SOURCE:** Website  
**NAME:** Nate Speth

---

**COMMENT:**

I think the Gondola solution is the way to go. It seems less intrusive than widening the whole road and less emissions and pollution on an annual basis. I'd also prefer a gondola ride to a bus ride through the winding road. **(32.2.9D)**

**COMMENT #:** 1476  
**DATE:** 6/30/21 8:17 AM  
**SOURCE:** Website  
**NAME:** Chand Sishta

---

**COMMENT:**

I support the gondola as long as there is adequate parking. Without parking, the issue reverts to driving up the canyon. **(32.2.6.2.1C and 32.2.9D)**

**COMMENT #:** 1477  
**DATE:** 6/30/21 8:24 AM  
**SOURCE:** Website  
**NAME:** Brandon Glenn

---

**COMMENT:**

I love the gondola idea. I just moved from SLC to Lehi. I work in Taylorsville. I want cleaner air and less congestion in our canyon. **(32.10A and 32.7C)** Thanks. **(32.2.9D)**

**COMMENT #:** 1478  
**DATE:** 6/30/21 8:27 AM  
**SOURCE:** Website  
**NAME:** Reed Abbott

---

**COMMENT:**

The bus system makes far more sense. **(32.2.9A)**

The cost of the gondola is astronomical for the benefits.

The busing can be expanded and contracted by predicted capacity needs. **(32.2.6.3D)**

The parking for buses can be spread out over several different sites instead of being concentrated in one single location. **(32.2.6.2.1C and 32.2.2I)**

The bus system should be combined with tolling on heavier ski days to shift more people to the buses. **(32.2.4A)**

The pricing on the tolls could be adjusted to the level of automobile traffic that the canyon can actually support. **(32.2.4A)**

It should also be considered devoting a single lane to buses that goes up in the morning and down in the evening so that the buses can bypass traffic congestion, also encouraging people to bus. **(32.2.2D)**

I realize busing isn't sexy, but it's a more reasonable solution.

**COMMENT #:** 1479  
**DATE:** 6/30/21 8:30 AM  
**SOURCE:** Website  
**NAME:** Tomey Averett

---

**COMMENT:**

The Gondola B option seems to be the most effective solution to issues in Little Cottonwood Canyon regarding safety and loss of business due to road blockage. This Gondola could also calm ski resort traffic during busy seasons and be an alternative route for those who drive. It may be the more expensive solution but if there is an avalanche, widening the road doesn't stop it from being blocked from the avalanche. Therefore a Gondola would be the safest alternative. **(32.2.9D)**

**COMMENT #:** 1480  
**DATE:** 6/30/21 8:33 AM  
**SOURCE:** Website  
**NAME:** Dylan Payne

---

**COMMENT:**

I strongly support the gondola option. I oppose further increasing traffic and car reliance within little cottonwood canyon when long-term public transit solutions exist that are highly successful in other American and European towns. Buses tend to be unpopular among visitors and those with families due to the inherent timing complexities. **(32.2.9D)**

**COMMENT #:** 1481  
**DATE:** 6/30/21 8:33 AM  
**SOURCE:** Website  
**NAME:** Katy Neary

---

**COMMENT:**

Sounds great! I would use it :) **(32.29D)**



**COMMENT #:** 1482  
**DATE:** 6/30/21 8:33 AM  
**SOURCE:** Website  
**NAME:** Luke Krupka

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**COMMENT:**

The gondola proposal is the safest, cleanest, and most efficient plan to reduce congestion in little cottonwood canyon and should be implemented. **(32.2.9D)**

**COMMENT #:** 1483  
**DATE:** 6/30/21 8:35 AM  
**SOURCE:** Website  
**NAME:** James White

---

**COMMENT:**

I support the Gondola project and would also like to see a Gondola for BCC. The traffic in both canyons is ridiculous and unsustainable. **(32.2.9D)**

**COMMENT #:** 1484  
**DATE:** 6/30/21 8:37 AM  
**SOURCE:** Website  
**NAME:** Katie Johnson

---

**COMMENT:**

I fully support the gondola project **(32.2.9D)**

**COMMENT #:** 1485  
**DATE:** 6/30/21 8:38 AM  
**SOURCE:** Website  
**NAME:** Mark Baer

---

**COMMENT:**

While there are some possible benefits to this idea - it's glamor mostly and novelty - it appears to be painfully expensive and not particularly practical and further denigrates the canyon by putting up what some would consider an eyesore in the sky. But, to the practical points: (1) The road already exists (2) putting in a lane for busses only (physically blocked off) would be far quicker and less expensive than a full on gondola (3) adding snow sheds (a la Europe) to better protect the vulnerable slide areas would enhance both the buses and private vehicles **(32.2.9B)** (4) a pay station at the bottom of the canyon (similar to Millcreek which has been a big success overall) is long, long, long overdue. That would help offset costs of expanding the road (and, other improvements, again like Millcreek Canyon) **(32.2.4A)** (5) the extra lane would allow for electric vehicles with all the benefits that entails both for usage and the environment **(32.2.6.3B)** (6) the vehicles/buses used in the extra lane are fungible and thus could be used elsewhere when demand is low (obviously not something the gondola can do **(32.2.6.3E)** (6) rescues off the gondola would be insanely difficult and expensive to say nothing of the human and financial costs of same **(32.2.6.5K)**(7) roads are what Utah does best and does all the time. Such a project could be started in 5 minutes if the will existed. **(32.2.7C)** (8) saddling the taxpayers with the enormous cost of the gondola is simply not right for a variety of reasons. **(32.2.7A)** Now, please! Let's get going on the much more practical, cost-effective, manageable and adaptable business of widening the road for buses (and possibly similar vehicles, such as private limos who, if allowed, would have to pay very high fees which would also help offset the costs...and thus releasing- at least in greater amount - poor and middle class Utahns from subsidizing a project for individuals of greater wealth).

**COMMENT #:** 1486  
**DATE:** 6/30/21 8:39 AM  
**SOURCE:** Website  
**NAME:** Steven Hubbard

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**COMMENT:**

I would be more in favor of the gondola approach to addressing the transportation challenges going up Little Cottonwood Canyon. Buses would just add to the pollution and congestion and issues of ground transportation would still exist. **(32.2.9D)**

**COMMENT #:** 1487  
**DATE:** 6/30/21 8:40 AM  
**SOURCE:** Website  
**NAME:** David Wright Le Winter

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**COMMENT:**

My thoughts as the son of a once prominent urban planner are:

1. A gondola as spectacular as it would be will like all lifts be subject to environmental circumstances i.e. weather events of all types. **(32.2.9D)**
2. Busing will increase traffic hazards as the road is challenging and still subject to weather events. The solution is to build tunnels over the areas of road where the avalanche areas are a consistent danger and to increase thorough fare i.e traffic capability via roadway expansion. **(32.2.9K and 32.2.2P)** The growth of traffic in Little Cottonwood was overlooked for many years and infrastructure was neglected to the point where now we have huge challenges to over come. While the state considers this development, do not wait for Big Cottonwood to present massive growing pains before taking action there as well. Both Canyons at once, jobs for our people and an end product the will be sustainable for many future generations to come. **(32.1.1A)**

**COMMENT #:** 1488  
**DATE:** 6/30/21 8:42 AM  
**SOURCE:** Website  
**NAME:** Sophie Lynch

---

**COMMENT:**

LCC is the most beautiful place in the world and if a gondola will help preserve it I think that's the way to go! **(32.2.9D)**

**COMMENT #:** 1489  
**DATE:** 6/30/21 8:43 AM  
**SOURCE:** Website  
**NAME:** Christian Hampshire

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**COMMENT:**

I started skiing at Snowbird when I was 3 and now 40 years later I'm still skiing there, however, it has changed tremendously. I live at the base of the canyon and only takes me 10-15 minute from door to chair unless I miss a 5 minute window then it becomes 2 hours. Something, gondola, needs to be implemented to aid with the increased traffic Utah is seeing year over year. **(32.2.9D)**



**COMMENT #:** 1490  
**DATE:** 6/30/21 8:45 AM  
**SOURCE:** Website  
**NAME:** Eric Goebel

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**COMMENT:**

I like the gondola option.

1. It offers the best traffic management by helping to keep cars out of the canyon.
2. It doesn't scar the side of the canyon with a wider road. **(32.17A and 32.17B)**
3. It emits less CO2 than sending buses up the road **(32.10A)**  
**(32.2.9D)**

**COMMENT #:** 1491  
**DATE:** 6/30/21 8:46 AM  
**SOURCE:** Website  
**NAME:** Kimber Parkin

---

**COMMENT:**

I think The Gondola B alternative is a great solution for Little Cottonwood Canyon. **(32.2.9D)**

**COMMENT #:** 1492  
**DATE:** 6/30/21 8:54 AM  
**SOURCE:** Website  
**NAME:** Andrew Christensen

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**COMMENT:**

Do the gondola. It would be awesome!!!! (32.2.9D)

**COMMENT #:** 1493  
**DATE:** 6/30/21 8:55 AM  
**SOURCE:** Website  
**NAME:** Beatrix Sieger

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**COMMENT:**

I support UDOT to reduce our reliance on vehicles by voicing for the gondola option. Not only will it avoid more paving, emissions and drastic permanent changes in the canyon required by the expanded bus proposal, but the gondola will provide a more reliable long-term solution. **(32.2.9D)**

**COMMENT #:** 1494  
**DATE:** 6/30/21 8:55 AM  
**SOURCE:** Website  
**NAME:** Martin Pagel

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**COMMENT:**

Gondolas are a far superior solution as they require fewer people to operate, are more reliable and people can board any time. A gondola connection would be a superior solution. **(32.2.9D)**

**COMMENT #:** 1495  
**DATE:** 6/30/21 9:00 AM  
**SOURCE:** Website  
**NAME:** Kelly Drewnowski

---

**COMMENT:**

I support the LCC gondola option! **(32.2.9D)**

**COMMENT #:** 1496  
**DATE:** 6/30/21 9:02 AM  
**SOURCE:** Website  
**NAME:** Anika D'Souza

---

**COMMENT:**

I think the gondola is a great idea, especially after the insane amount of traffic we had last winter. **(32.2.9D)** My only concern is how the gondola will be affected by high winds, potentially trapping people at the top of the mountain. **(32.2.6.5K)** I am also concerned at how it will potentially affect the views during hiking season. **(32.17A)** LCC is one of my favorite places in SLC to hike, mostly because it still feels so natural and untouched. I'm concerned that the gondola will increase development in the area and ruin the wild feeling that is increasingly hard to find in Salt Lake. **(32.20A)**

**COMMENT #:** 1497  
**DATE:** 6/30/21 9:03 AM  
**SOURCE:** Website  
**NAME:** Matthew Hull

---

**COMMENT:**

Please build this!! It will change the canyon for the better and make access easier, safer, and cleaner. LCC is become a leader in transport to and from the mountains in the USA. Legendary resorts will continue to be leaders during the winter. Access and safety are reasons enough to build this project.  
**(32.29D)**



**COMMENT #:** 1498  
**DATE:** 6/30/21 9:09 AM  
**SOURCE:** Website  
**NAME:** Ian Pradhan

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**COMMENT:**

I am in favor of a gondola option. Not only would this be a good solution that isn't affected by avalanche work in the canyon, but it could also double as a tourist attraction during the non-ski seasons. **(32.2.9D)**

**COMMENT #:** 1499  
**DATE:** 6/30/21 9:13 AM  
**SOURCE:** Website  
**NAME:** Tyler Rice

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**COMMENT:**

I am in favor of the gondola option. I feel the experience for my family will be better and we will get a 'ride' out of it. I skied with three of my children ages 6-11 this year 6 times in LCC and pondered these proposals each time I was in the canyon. It will be safer than the bus and much more clean for the environment. The road widening will take years to complete at the expense of much noise, **(32.11A)** pollution, **(32.10A)** and significant alteration of the ecosystem **(32.13B)**. On days of snow and weather, the gondola will continue to work without a hiccup. Weather on the LCC road wrecks havoc on speed and safety for any motor vehicle. The bus system will not solve the getting out of the canyon problem. There are large traffic jams of idling cars leaving the canyon each day - and bus lane system will not solve this problem. **(32.7C)** As we have seen with I-15 and other roads, it seems as if they are in constant need of repair and update and maintenance and needing to be widened a few years after project completion. That model is not sustainable. The gondola cables and towers will have much less visible impact than a widened three lane road with lots of concrete to support that infrastructure and the need for orange construction signs every year to keep it maintained. **(32.17A, 32.17B, and 32.2.9D)**

**COMMENT #:** 1500  
**DATE:** 6/30/21 9:15 AM  
**SOURCE:** Website  
**NAME:** Deborah Sax

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**COMMENT:**

As a resident of Granite, at the mouth of Little Cottonwood canyon I support the Gondola but it cannot be paid for exclusively by Utah Taxpayer dollars, and it also cannot create such a cost prohibitive experience that locals like me who moved here for skiing 25 years ago. **(32.2.9D and 32.2.7A)** Already skiing has become a sport for the wealthy, and without preserving realistic access and cost for the average skier, if it's cost prohibitive then the argument for the climate, and access has very little to go on. We as locals don't want to lose access to our canyons and the joy we derive from living near them. And yet year round we experience the insane line up of cars, the parking lot congestion and the impact on air quality. **(32.7C and 32.10A)**

**COMMENT #:** 1501  
**DATE:** 6/30/21 9:15 AM  
**SOURCE:** Website  
**NAME:** Karen Kindred

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**COMMENT:**

Gondola all the way!! **(32.2.9D)**

**COMMENT #:** 1502  
**DATE:** 6/30/21 9:16 AM  
**SOURCE:** Website  
**NAME:** Randy James

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**COMMENT:**

A Gondola makes more sense based on carbon footprint and avalanche avoidance. **(32.2.9D)** The only problem might be breakdowns would cause a tremendous rescue hazard and take out the whole line for undetermined time. **(32.2.6.5K)**

**COMMENT #:** 1503  
**DATE:** 6/30/21 9:18 AM  
**SOURCE:** Website  
**NAME:** Greg Larson

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**COMMENT:**

As a resident of big cottonwood canyon im begging not to put the gondola up little cottonwood canyon. It makes no sense to put the Lacaille station where it is proposed. It is only going to make the side streets like wasatch a parking lot. **(32.2.9E)**

Please consider this.

1. make the cottonwood canyons toll roads and charge those who want to drive. Put this cost towards the cost of the gondolas. **(32.2.4A)**
2. Put the parking structure where the gravel pit is **(32.2.6.2.1C)**. This is closer to the freeways and build the cost of the gondola ticket into the resort lift prices. **(32.2.4A)**
3. run the gondola up big cottonwood, with a spur over to snowbird, alta. Eventually you could put spurs over to the canyons, park city, deer valley, and even midway, heber. This additional places could even have parking structures as well. **(32.2.2Q)**
4. instead of putting in a tram in put in an actual gondola similar to the red pine gondola at the canyons.... this would provide smaller individual cabs but be able to move more people. Also you could add stops at the camp grounds, silver fork lodge, and trail heads where the gondola just dips down and slows again similar to red pine. **(32.2.2Q)**
5. at some point put a tracks spur to the gravel pit.... **(32.2.2I)**

obviously this is going to take time and money to build out but this is a far better plan and the big thing is it take people off the canyon roads.

Additionally it would be a nice adventure and ride during the summer.

I would welcome the opportunity to discuss my ideas further.

Thanks.

**COMMENT #:** 1504  
**DATE:** 6/30/21 9:19 AM  
**SOURCE:** Website  
**NAME:** John Adams

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**COMMENT:**

RE: Revised Wasatch Blvd Fact Sheet: For southbound commuter traffic, 95%+ of the traffic turns right at the light at the High-T intersection. If you widen Wasatch Blvd according to your drawings to allow for more cars on this 2 mile stretch of Wasatch Blvd. specific for commuter traffic, what kind of backups are you creating at the High-T intersection where the traffic chokes down to one lane with a 35 MPH speed limit? Why is the impact not articulated in your drawings? What is the plan to mitigate this impact and the potential environmental impact of backed-up cars idling at the lights where the choke is that this option creates? **(32.2.6.2.2A)**

**COMMENT #:** 1505  
**DATE:** 6/30/21 9:21 AM  
**SOURCE:** Website  
**NAME:** Kobe Chavez

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**COMMENT:**

If the bus route crap is chosen, I'll be pissed! I hate seeing my tax dollars spent on soo many other useless things, that for once I want it to be spent on something we actually want! **(32.2.9C)**



**COMMENT #:** 1506  
**DATE:** 6/30/21 9:21 AM  
**SOURCE:** Website  
**NAME:** Matthew Kasner

---

**COMMENT:**

Bus service is a bandaid to the problem of moving people up and down the canyon without clogging the road. One UDOT bus or avalanche that shuts down the road then backs up the entire canyon, with cars or all the UDOT buses! Build the Gondola!!! **(32.2.9D)**

**COMMENT #:** 1507  
**DATE:** 6/30/21 9:21 AM  
**SOURCE:** Website  
**NAME:** Steve Westover

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**COMMENT:**

I support and recommend the gondola plan. It's the best plan environmentally will make the required impact of reducing traffic in the canyon. **(32.2.9D)**

**COMMENT #:** 1508  
**DATE:** 6/30/21 9:23 AM  
**SOURCE:** Website  
**NAME:** Randy Lee

---

**COMMENT:**

I support the Gondola idea. It is not unsightly. Very European. (32.2.9D)

**COMMENT #:** 1509  
**DATE:** 6/30/21 9:25 AM  
**SOURCE:** Website  
**NAME:** Dyaln Lafontaine

---

**COMMENT:**

This would be the single worst thing to happen to LLC, fix the bus system. (32.29D)

**COMMENT #:** 1510  
**DATE:** 6/30/21 9:26 AM  
**SOURCE:** Website  
**NAME:** Geoff Lay

---

**COMMENT:**

I support the bus option, as long as they are electric or CNG. In addition expanded FREE EV charging should be installed at the resorts with FREE priority parking to encourage more EV usage in the Canyons. **(32.2.6.3F)** gondola will forever change the look of our canyon. **(32.17A)**

**COMMENT #:** 1511  
**DATE:** 6/30/21 9:26 AM  
**SOURCE:** Website  
**NAME:** Noelle Converse

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**COMMENT:**

To address the growth, I think the gondola system will be best for the canyon along with a toll for all vehicle drivers, and much more restricted parking along the road at all popular destinations **(32.2.9D and 32.2.9O)**. The gondola system needs to be inviting with amenities like drink holders, trays and space for people to get ready for skiing while on the gondolas or people will avoid using them. **(32.2.9D)** It would be very nice to see a rail system from downtown following Foothill bridged across Parley's and following Wasatch up to a park and ride for the Gondola (if we really want to address traffic near the canyons). **(32.2.2I)**

**COMMENT #:** 1512  
**DATE:** 6/30/21 9:26 AM  
**SOURCE:** Website  
**NAME:** Colin Thomas

---

**COMMENT:**

Excellent idea we could use immediately in my opinion. Salt Lake is growing larger by the second.  
**(32.29D)**

**COMMENT #:** 1513  
**DATE:** 6/30/21 9:27 AM  
**SOURCE:** Website  
**NAME:** Matthew Madigan

---

**COMMENT:**

I support the Gondola plan. Traffic is far too much, parking is too scarce. We need creative solutions to help reduce the emissions in our area and canyons. **(32.2.9D)**



**COMMENT #:** 1514  
**DATE:** 6/30/21 9:28 AM  
**SOURCE:** Website  
**NAME:** Bryan Murdock

---

**COMMENT:**

This is long, but I have tried to order it in such a way that the most important points come first, so don't give up now. At least read the first 3 paragraphs, please.

First and foremost I'd like to ask, what problem are we really trying to solve? Roughly 355 days a year there are no reliability, mobility, or safety problems on S.R. 210. The weather is good, the roads are clean and clear, and traffic flows at or above the speed limit of the road. We all need to understand that the problems with reliability, mobility, and safety only happen about 10 days a year, if the skiers are lucky and we get that many big snow storms. **(32.1.2B and 32.1.4D)**

**Mobility**

Congestion on roads is annoying, but we need to seek to understand it before we try to fix it. Congestion on a road happens because it leads to a popular place. Lot's of people want to get to that place, so they get on that road. The road gets congested and nobody can get to the popular place as fast as they could if there was no congestion. This is what bothers us. We have a road that could allow travel at a given speed, but because of the over crowding on the road, we all have to go slower than that speed. **(32.1.2B)**

Solutions to congestion are all temporary. When a road is congested, there are some number of people that will simply choose not to go to the popular destination. If you widen the road or add alternative means to get to the popular destination, at first the congestion will be alleviated, but before too long the people that were avoiding the popular place because of congestion will see that there is no congestion and they will start traveling to the popular place again. Before too long you will have congestion again. Anyone who has seen the progression of I-15 over the years here in Utah can understand this. There will be more people getting to the popular destination than there were before, but there will still be congestion. **(32.20E)**

Understanding all that, we can better talk about what we are really doing. We are not alleviating congestion (increasing mobility) long-term. We are alleviating it short-term only, and we are providing the means for more people to reach the popular destination. Is that really what we want in Little Cottonwood Canyon? Can the ski resorts, hiking trails, picnic areas, climbing routes, etc. handle more people? Or will they become congested too? **(32.20E)**

**Reliability and Safety**

These are essentially the same concern. When it snows, cars and busses are less reliable because they might get stuck or slide off the road. In extreme cases they might slide into each other or off the road which is a safety issue. This is where I would like to point out how strange it is that UDOT has recently stopped talking about these concerns in Big Cottonwood Canyon (S.R. 190) and is now only talking about Little Cottonwood Canyon (S.R. 210). I would really like to see data on reliability and safety in both canyons because in my following of the two it appears that S.R. 190 has far more accidents and slide offs than S.R. 210. S.R. 190 is a much longer, windier road with areas of very steep drop-offs down to the creek. I have noticed that S.R. 190 gets closed to deal with accidents (stranding skiers on the road or at the resorts for hours on end) far, far more often than S.R. 210. Is any of this plan really concerned with reliability and safety? If so, it should consider both canyons. **(32.1.1A)**

**Bus Lanes vs. Gondola**

Now, all that being said, let's address this specific plan which seems to assume that yes, the canyon can and should accommodate more people and is in dire need of more reliability and safety. Considering all the above, I believe neither solution is a good idea. Both will be incredibly costly and have very real negative impacts on the environment. Neither will make a difference on the 355 good traffic days a year, and in the long run, neither will solve the congestion problems on the 10 bad days a

year. **(32.1.4D)** The one thing the gondola plan has going for it is the increased reliability and safety on those 10 bad days, but I see no data that justifies the extreme cost for what is likely to be only very small increase in reliability in safety in the one canyon that doesn't have that big of a reliability and safety problem anyway, while we ignore the other canyon that does have real reliability and safety problems (on those 10 days a year). My belief is we should look for more cost effective ways to address the reliability and safety issues only, in both canyons (!), and not proceed with either a road widening or gondola project. **(32.2.9G)**

**COMMENT #:** 1515  
**DATE:** 6/30/21 9:29 AM  
**SOURCE:** Website  
**NAME:** Michael Ayre

---

**COMMENT:**

Gondola a great idea - 2 lane road with the continued increased popularity of skiing is no longer a long-term option. Gondola also would keep skiing going in periods when the canyon normally closes for road clearing. **(32.2.9D)**

**COMMENT #:** 1516  
**DATE:** 6/30/21 9:31 AM  
**SOURCE:** Website  
**NAME:** Amber Alley

---

**COMMENT:**

I absolutely support the gondola over widening the canyon road. I feel that widening the road would have a greater impact to the beauty and environment of the canyon than the towers required for the gondola. **(32.17A and 32.17B)** The gondola also decreases the likelihood of resort employees and visitors being stuck at resorts after avalanches, as we experienced last year. I understand that high winds could interfere with the operation of the gondola, but it would otherwise be a reliable option during road closures for weather conditions, and avalanche control/clean-up. Also, considering our extremely poor air quality and the inversions we experience in the winter, I appreciate the reduction in emissions that the gondola option would provide. **(32.10A)** For these and other reasons, I feel the gondola is the best option to reduce environmental impact and help us preserve access to the canyon and resorts for generations to come. **(32.2.9D)**

**COMMENT #:** 1517  
**DATE:** 6/30/21 9:34 AM  
**SOURCE:** Website  
**NAME:** Brian Willie

---

**COMMENT:**

This really seems like a great solution from a logistical, environmental, economical and efficiency standpoint. **(32.29D)**

**COMMENT #:** 1518  
**DATE:** 6/30/21 9:37 AM  
**SOURCE:** Website  
**NAME:** David Alter

---

**COMMENT:**

Although some may express concern about the safety of the gondola vs. vehicular travel, it is important to note that gondolas are statistically safer than vehicular travel, particularly when considering the risk of avalanches and icy roads. Having both options for travel up the canyon will greatly reduce traffic for those who still feel more comfortable traveling by car instead of the new gondola. **(32.2.9D)**

**COMMENT #:** 1519  
**DATE:** 6/30/21 9:37 AM  
**SOURCE:** Website  
**NAME:** Jared I

---

**COMMENT:**

The enhanced bus service seems like the stronger option. It provides better overall flexibility and appears to be a simpler system for both locals and tourists to use due to the limited amount of transfer required compared to the gondola. I would gladly use the bus system more if parking at the hubs was easier, which seems to be a core aspect of the enhanced service. **(32.2.9A or 32.2.9B)**

**COMMENT #:** 1520  
**DATE:** 6/30/21 9:40 AM  
**SOURCE:** Website  
**NAME:** Annika Stacey

---

**COMMENT:**

Little cottonwood has been my favorite place on earth since I was a little kid. I want to preserve its beauty and stop the crowds. Only concerns are: cost-will locals have to pay to enter the canyon? Great way to reduce visitors but also sort of makes things more difficult for locals. **(32.2.4A)**  
Access-will the gondola only go to one destination at the top by the resorts? What if I want to go to Lisa falls or something lower? Will cars still be allowed to drive to those locations or will the tram have multiple stops along the way? **(32.2.4A and 32.2.6.5G)**  
I think this is a great sustainable idea. I would also be sure to paint it colors that would blend with the landscape, as to not create an eye sore in the beautiful canyon. **(32.25A)**



**COMMENT #:** 1521  
**DATE:** 6/30/21 9:40 AM  
**SOURCE:** Website  
**NAME:** Ronald Cole

---

**COMMENT:**

I support the gondola solution to Little Cottonwood traffic. As an avid skier I see the congestion problems almost every time I go to Alta or Snowbird. I believe the gondola is the obvious solution for traffic and for the environment. **(32.2.9D)**

**COMMENT #:** 1522  
**DATE:** 6/30/21 9:40 AM  
**SOURCE:** Website  
**NAME:** James Reynolds

---

**COMMENT:**

I support this proposal. It's a great way to simplify accessing the resorts and eases traffic congestion in the canyon. **(32.29D)**

**COMMENT #:** 1523  
**DATE:** 6/30/21 9:46 AM  
**SOURCE:** Website  
**NAME:** Amelia Wilson

---

**COMMENT:**

These plans do not seem to take into account other uses of the canyon besides skiing. Hiking and rock climbing make up a big part of the usage of LCC and have a large economic impact of the area. **(32.6B)** Both options will impact the bouldering and other usages of LCC and will likely cause destruction of many of the roadside boulders. SLCA has asked for a longer time frame to analyze the impact of both options on the climbing in LCC and I echo this request. **(32.4A and 32.4B)**

**COMMENT #:** 1524  
**DATE:** 6/30/21 9:47 AM  
**SOURCE:** Website  
**NAME:** Rebecca Walker

---

**COMMENT:**

I support this project (32.29D)

**COMMENT #:** 1525  
**DATE:** 6/30/21 9:49 AM  
**SOURCE:** Website  
**NAME:** Aaron White

---

**COMMENT:**

Leave roads as is & just start to charge a toll for anyone going up the canyon. (32.2.2Y)

**COMMENT #:** 1526  
**DATE:** 6/30/21 9:49 AM  
**SOURCE:** Website  
**NAME:** Laura White

---

**COMMENT:**

Leave the road as is & just start to charge tolls for anyone going up the canyon. **(32.2.2Y)**

**COMMENT #:** 1527  
**DATE:** 6/30/21 9:51 AM  
**SOURCE:** Website  
**NAME:** Josh White

---

**COMMENT:**

Charge a toll to go up the canyon & leave it as it is (32.2.2Y)

**COMMENT #:** 1528  
**DATE:** 6/30/21 9:53 AM  
**SOURCE:** Website  
**NAME:** Whitney White

---

**COMMENT:**

Don't like either of the ideas - just start charging a toll to go up the canyon (32.2.2Y)



**COMMENT #:** 1529  
**DATE:** 6/30/21 10:04 AM  
**SOURCE:** Website  
**NAME:** Grant Argus

---

**COMMENT:**

Gondolas are expensive. **(32.2.9E)** Unless both ski resorts fund the project and pay for majority annual costs, this is ridiculous. **(32.2.7A)** Buses are much better.

**COMMENT #:** 1530  
**DATE:** 6/30/21 10:05 AM  
**SOURCE:** Website  
**NAME:** Gabe Bedolla

---

**COMMENT:**

Just wanted to voice my opinion in favor of the gondola. Would love to see alternative zero emissions systems that are able to go over avalanches, instead of widening a road that will require maintenance and can easily be blocked off by an avalanche. **(32.10A and 32.2.9D)**

**COMMENT #:** 1531  
**DATE:** 6/30/21 10:10 AM  
**SOURCE:** Website  
**NAME:** Reg Hall

---

**COMMENT:**

I am in favor of the gondola option. It obviously provides long term solutions for our growing problems in the environment and the economy. **(32.2.9D)**

**COMMENT #:** 1532  
**DATE:** 6/30/21 10:11 AM  
**SOURCE:** Website  
**NAME:** Robert Rousselle

---

**COMMENT:**

I'm excited for the gondola and see this as a major improvement to the canyon. **(32.2.9D)**

**COMMENT #:** 1533  
**DATE:** 6/30/21 10:12 AM  
**SOURCE:** Website  
**NAME:** Kathryn Vander Heide

---

**COMMENT:**

I would hate to see Gondolas ruining the views and mountain splendor of Little Cottonwood Canyon. **(32.17A)** All those wires and posts are unnecessary. We don't need any more building in the canyon. Please use buses to move people and reduce the amount of vehicles in LCC. Buses can be more frequent and have plenty of room on the existing roads. People like using the bus except for when the buses run too full. **(32.2.9A)**

**COMMENT #:** 1534  
**DATE:** 6/30/21 10:19 AM  
**SOURCE:** Website  
**NAME:** AJ Maroon

---

**COMMENT:**

Best solution ! (32.29D)

**COMMENT #:** 1535  
**DATE:** 6/30/21 10:19 AM  
**SOURCE:** Website  
**NAME:** Nate Carter

---

**COMMENT:**

This is an amazing idea for the canyon to ease traffic and emissions. Utah has world renowned ski resorts and providing easier access to them should be common sense, while also helping to save the environment. Our company just opened the Courtyard Marriott at 7341 Canyon Centre Pkwy and we would like to help support this project in any way possible. **(32.29D)**

**COMMENT #:** 1536  
**DATE:** 6/30/21 10:25 AM  
**SOURCE:** Website  
**NAME:** Ryan Logan

---

**COMMENT:**

Please do not put a tram and all of the supporting infrastructure inside or around Little Cottonwood Canyon! You will ultimately be adding to pollution, environmental degradation and an impact that will never be easily corrected and may have lasting damage done to the canyon. **(32.2.9E)**



**COMMENT #:** 1537  
**DATE:** 6/29/21 11:50 AM  
**SOURCE:** Email  
**NAME:** Sydney Davis

---

**COMMENT:**

Our family is in support of the gondola option.  
Thank you! **(32.2.9D)**

**COMMENT #:** 1538  
**DATE:** 6/29/21 12:38 PM  
**SOURCE:** Email  
**NAME:** Joni Dykstra

---

**COMMENT:**

Hello,

What will be the estimated cost per person to ride the gondola and park in the parking lot?  
What will be the estimated cost per person to ride the bus? **(32.2.4A)**

Thank you,

Joni Dykstra

**COMMENT #:** 1539  
**DATE:** 6/29/21 1:20 PM  
**SOURCE:** Email  
**NAME:** Sean Meegan

---

**COMMENT:**

Please choose the gondola. It's beautiful and reduces vehicles and would allow you to prohibit single driver vehicles. Busses require more pavement and we already know people don't use them. **(32.2.9D)**

**COMMENT #:** 1540  
**DATE:** 6/29/21 1:31 PM  
**SOURCE:** Email  
**NAME:** Sue Webb

---

**COMMENT:**

What are parking plans for all of the people that option to ride the gondola please? **(32.2.6.2.1C)**

SW

**COMMENT #:** 1541  
**DATE:** 6/29/21 1:57 PM  
**SOURCE:** Email  
**NAME:** Melissa Block

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**COMMENT:**

Please consider the gondola for Little Cottonwood Canyon. **(32.2.9D)**  
Thanks,  
Melissa Block

**COMMENT #:** 1542  
**DATE:** 6/29/21 2:06 PM  
**SOURCE:** Email  
**NAME:** S.T. Gomez

---

**COMMENT:**

I would support Gondola "if" the State and/or local government had major stake or ownership in the group that is sponsoring this proposal. That doesn't seem to be the case. **(32.2.7A)**

I'd hope that the "expanded bus proposal would be based on electric bases. **(32.2.6.3F)**

Thx for the oppty to voice my opinion!

S. T. Gomez

**COMMENT #:** 1543  
**DATE:** 6/29/21 3:13 PM  
**SOURCE:** Email  
**NAME:** Devin Knighton

---

**COMMENT:**

Utah,

I want to express my support for a gondola in Little Cottonwood Canyon that would help reduce traffic and improve access to the beautiful mountains and ski resorts. **(32.2.9D)**

**COMMENT #:** 1544  
**DATE:** 6/29/21 4:20 PM  
**SOURCE:** Email  
**NAME:** Jonathan Beyer

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**COMMENT:**

Gondola Access in Little Cottonwood Canyon. I fully support this proposal **(32.2.9D)**



**COMMENT #:** 1545  
**DATE:** 6/29/21 5:19 PM  
**SOURCE:** Email  
**NAME:** Tyrone Melvin

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**COMMENT:**

As frequent skiers at Alta and Snowbird and Alta-Bird season pass holders we strongly support the Gondola proposal. Our son Joseph Melvin MD of Millcreek, his wife and our two granddaughters deserve a safe lasting solution for Little Cottonwood canyon. **(32.2.9D)**

Ty Melvin MD

Jane Striegel MD

**COMMENT #:** 1546  
**DATE:** 6/30/21 7:42 AM  
**SOURCE:** Email  
**NAME:** Wallace Fetzer

---

**COMMENT:**

I think the Gondola is a short sighted solution. **(32.2.9E)**

Why has there been no suggestion of an electric train like is all over Switzerland? **(32.2.3B)**

May I suggest someone go to Lauterbrunnen and take the train to Grindlewald and down to Interlaken.

A gondola is subject to high wind danger and a eyesore to everyone looking down or up the canyon.  
**(32.2.6.5K and 32.17A)**

Has anyone considered a tunnel to Brighton and to Park city too? **(32.2.2H)**

Why can the Swiss and Norwegians have such a great infrastructure and we can't do a simple train?  
Someone a ride from Bergen to Oslo or from Bergen to Lofoten.

Let's get wise options on the table please!

**COMMENT #:** 1547  
**DATE:** 6/30/21 9:48 AM  
**SOURCE:** Website  
**NAME:** Brittney Jarrett

---

**COMMENT:**

While I agree that something must be done about the volume of cars in the canyon for many reasons, my fear is that like with most public transportation, many people will still choose their cars over this option. **(32.2.4A)** Therefore, the problem would not really be solved and we will be left with an underused novelty that cost millions and caused inconvenience during construction as well as other environmental impacts. I think I would rather see the resorts reduce capacity or cap cars in/out daily and increase busses. **(32.2.4A)** It's a great option for tourists but I just can't see locals who already carpool and tailgate using this option. Also, this will impact summer usage of the canyon as well as the wildlife in the canyon. **(32.20A and 32.13A)**

**COMMENT #:** 1548  
**DATE:** 6/30/21 10:09 AM  
**SOURCE:** Website  
**NAME:** Brandon Bryson

---

**COMMENT:**

A gondola is genius!! As winters get shorter every year, tackling climate change is important, and making the most of every inch of snow becomes more and more necessary. It would keep a lot of people safe too as accidents would decrease significantly. The gondola would be a great view and is the best solution to deal with ever increasing traffic in LCC.

**(32.2.9D)**

**COMMENT #:** 1549  
**DATE:** 6/30/21 10:13 AM  
**SOURCE:** Website  
**NAME:** Megan Enriquez

---

**COMMENT:**

I strongly encourage UDOT to toll the cottonwood canyons. Revenue can support busses and the infrastructure maintenance needed. Build parking infrastructure and run busses every 5 minutes. It's human behavior and habits that need to change. A way to do that is to charge for usage. Try the solutions with the least environmental impact first, before expanding roads and building a gondola in the canyon that will be permanent fixtures and have unforeseen impacts. **(32.2.9A and 32.2.4A)**

**COMMENT #:** 1550  
**DATE:** 6/30/21 10:16 AM  
**SOURCE:** Website  
**NAME:** Jessica Dwyer

---

**COMMENT:**

Do the gondola!! It's a much better idea!!  
(32.2.9D)

**COMMENT #:** 1551  
**DATE:** 6/30/21 10:18 AM  
**SOURCE:** Website  
**NAME:** Jay Burke

---

**COMMENT:**

I support the gondola option.  
(32.2.9D)

**COMMENT #:** 1552  
**DATE:** 6/30/21 10:23 AM  
**SOURCE:** Website  
**NAME:** Kathi Goodfellow

---

**COMMENT:**

I am opposed to the gondola. **(32.2.9E)** Way too much money. The extra bus lane would be more appropriate.  
**(32.2.9B)**



**COMMENT #:** 1553  
**DATE:** 6/30/21 10:24 AM  
**SOURCE:** Website  
**NAME:** Travis Astle

---

**COMMENT:**

I like the idea of a Gondola as a more reliable and sustainable method of transport. **(32.2.9D)** How will it be paid for and funded? **(32.2.7A)**

**COMMENT #:** 1554  
**DATE:** 6/30/21 10:25 AM  
**SOURCE:** Website  
**NAME:** Nick Siddoway

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**COMMENT:**

We do not need or want any new paved roads in Little Cottonwood canyon. The gondola option is a much better option.

**(32.2.9D)**

**COMMENT #:** 1555  
**DATE:** 6/30/21 10:37 AM  
**SOURCE:** Website  
**NAME:** Harmony Starr

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**COMMENT:**

I support the Gondola B option. **(32.2.9D)**

Additionally you should make it so Bus 223 (U of U to Cottonwood Corporate Center) runs on the weekends and not just the weekdays during the ski season. This route is important because it connects northeast SLC to the ski bus. We've taken this bus to the ski bus during the weekdays and it works great. It would be fantastic to have this option during the weekends as well so we don't have to drive at all to get to a hub. This could be implemented right away and then, when the gondola goes up, that route could serve as a connector to it just like it does now with the ski bus. **(32.2.2I)**

I am a resident in Millcreek. Our family of four gets a Snowbird season pass every year. I can see how the gondola would work very well for our family. **(32.2.9D)**

**COMMENT #:** 1556  
**DATE:** 6/30/21 10:41 AM  
**SOURCE:** Website  
**NAME:** Brenton Manes

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**COMMENT:**

I would love this. Year by year I have been considering skipping a ski pass because it's become a nightmare. The drive, the parking, the costs. Hard to have an enjoyable day when everything could be ruined by one of the following issues. **(32.29D)**

**COMMENT #:** 1557  
**DATE:** 6/30/21 10:44 AM  
**SOURCE:** Website  
**NAME:** Jason Gertz

---

**COMMENT:**

I am in favor of the gondola option. The reduction in cars on the road and emissions is the biggest factor for me.  
**(32.2.9D)**

**COMMENT #:** 1558  
**DATE:** 6/30/21 10:47 AM  
**SOURCE:** Website  
**NAME:** Brent Lange

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**COMMENT:**

I am in full favor of the gondola as a transportation solution for Little Cottonwood Canyon. Please allow me to list a few of the reasons:

Vehicle Congestion - this will take the vehicle lines out of the canyon - they are unbearable now.

Pollution - this will keep a substantial amount of vehicle pollution out of the canyon **(32.10A)**

Safety and Accessibility - the gondola will provide a safety measure that we have not known in Utah before - It will be safe during avalanche season, it will provide emergency access for the canyons and people will not be stranded there due to avalanche any longer - this last year the resorts almost ran out of food trying to feed those stuck at the resorts. If emergencies happen with avalanches, the only egress from the resorts was flight and this will help with emergencies. **(32.2.6.5H)**

Year-round access - no matter the road conditions patrons will be able to access the resorts

Small footprint - the gondola will provide a very small footprint on the mountain and have the least environmental impact vs the other options - trains, busses. **(32.2.9D)**

Noise pollution - the Gondola will run very quiet whereas the other potential solutions will not.

World-Class - a Gondola of this nature will add a tremendous amount of coolness to Utah and its commitment to be world-class, progressive thinking and first-class.

Classy and Comfortable for generations - the Gondola will be equip with heaters, glass floors, WiFi, comfortable seating and speed making it very attractive for all users!

Flexibility - the Gondola can be flexible and only travel the number of Gondola cars necessary to meet demand and can adjust on the fly - add more on powder days, add more on October fest days, cut back on shoulder seasons. Bikers, skiers, date nights, travelers, vacationers, hikers, rock climbers, back country skiers, and many other segments will enjoy this Gondola. It will accommodate those with disabilities very well too. **(32.2.9D)**

Promise to preserve land - perhaps the most compelling component of the Gondola is the developers' and property owners and other involved to preserve the upper North side of Little Cottonwood canyon as permanently underdeveloped real property. What a crown jewel and treasure for everyone this will be. **(32.29K)**

**COMMENT #:** 1559  
**DATE:** 6/30/21 10:48 AM  
**SOURCE:** Website  
**NAME:** Molly Malone

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**COMMENT:**

This is a public problem that needs a public solution. This is not a problem that we should let private interests come in and 'save' by taking public dollars to benefit them, possibly creating more problems for everyone. **(32.2.7A)**

I am a backcountry skier who occasionally visits resorts and love both experiences in the the winter. Then in the spring and summer I run, bike, and rock climb up the canyon. The gondola solution would not benefit me, I would never use it, and it would hurt my recreation experience- I am not alone in this feeling. Also, I feel jumping into a new solution, with many unknown problems is a poor decision. I support the plan to increase the use of busses, we know the benefits of the busses and know the issues. Please focus on fixing those problems. The busses can be used year round and can also stop at trail heads (like White Pine, I use that parking lot 20-30 days a year). **(32.2.9A and 32.2.6.3C)** Busses would connect all of SLC to the canyons (with efficient and mindful park and ride placement throughout the city, not just at the foot hills). **(32.2.2I)** The bus solution is the best option for the public. The gondola is the best option for private businesses.

Please consider what makes the canyon great- sure it is the world class skiing managed by Alta and Snowbird, but it is the community of people who ski, climb, hike, bird, and play in the mountains.

The bus option is best for everyone.  
**(32.2.9A)**

**COMMENT #:** 1560  
**DATE:** 6/30/21 10:52 AM  
**SOURCE:** Website  
**NAME:** Derek Smith

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**COMMENT:**

Gondola Please!!  
More busses will only add more congestion.  
Plus, tourists and locals will enjoy the gondola ride all year long!

Gondola please!  
**(32.2.9D)**



**COMMENT #:** 1561  
**DATE:** 6/30/21 10:53 AM  
**SOURCE:** Website  
**NAME:** Andrea Gaitber

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**COMMENT:**

i do not support the gondola. a dedicated bus service would be a much better option. **(32.2.9B)** the gondola will not service the entire canyon and will take too long to get to the top of the canyon. **(32.2.6.3C)** for public transportation to work it needs to be as convenient as driving, the bus with a dedicated lane would be that. a gondola requires unloading a car, onto a bus, and then onto the gondola estimating 90+ mins to get up a canyon you can drive up in less than 30. **(32.2.6.5O)** the bus could also service the entire canyon, rather than just a couple dedicated spots making it more accessible for backcountry skiers. **(32.2.6.3C)**

**COMMENT #:** 1562  
**DATE:** 6/30/21 10:54 AM  
**SOURCE:** Website  
**NAME:** Harley Lennon

---

**COMMENT:**

Using taxpayer's dollars to implement a gondola that only benefits two high-end resorts is fiscally irresponsible. The resorts can and should fund a gondola system themselves. That expense should not fall on the public. **(32.2.7A)**

Also, why does this only include one canyon when both canyons contribute the same issues? **(32.1.1A)**

Of note- taking the bus would be much easier and appealing if resorts made lockers at their resorts more accessible and affordable. This easy implementation that resorts won't budge on further proves that resorts aren't working to improve their carbon footprint, just using that narrative to appease their local audience so we'll fund their transportation projects. **(32.2.3A)**

I think before big projects are implemented. Small changes should happen first. I.e. toll fees to drive up LCC and BCC, then us the funds for a transportation projects.  
**(32.2.2Y)**

**COMMENT #:** 1563  
**DATE:** 6/30/21 10:57 AM  
**SOURCE:** Website  
**NAME:** Greg Tanner

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**COMMENT:**

I support the gondola solution for handling increased visitation to Little Cottonwood Canyon. Busing will not address many of the problems we face.  
**(32.2.9D)**

**COMMENT #:** 1564  
**DATE:** 6/30/21 11:13 AM  
**SOURCE:** Website  
**NAME:** Helen Simmons

---

**COMMENT:**

The gondola will save wear on the road, make it safer for our wildlife, make fewer vehicle accidents."  
(32.2.9D)

**COMMENT #:** 1565  
**DATE:** 6/30/21 11:15 AM  
**SOURCE:** Website  
**NAME:** Claudette Eastman

---

**COMMENT:**

I am in favor of the gondola option  
(32.2.9D)

**COMMENT #:** 1566  
**DATE:** 6/30/21 11:19 AM  
**SOURCE:** Website  
**NAME:** Susan Jones

---

**COMMENT:**

I strongly prefer the gondola option for improving access to the Little Cottonwood Canyon resorts. It has the advantage of no increased paving, no increased vehicle emissions, **(32.10A)** and no disruption and alteration of the Canyon topography and ecosystem, at least when compared to the increased bus service option. Please lets go overhead to increase accessibility and decrease Canyon traffic.  
**(32.2.9D)**

**COMMENT #:** 1567  
**DATE:** 6/30/21 11:21 AM  
**SOURCE:** Email  
**NAME:** Martin Suhr

---

**COMMENT:**

The gondola sounds like a great solution. I hope there is agreement and the project moves forward quickly.  
**(32.2.9D)**

**COMMENT #:** 1568  
**DATE:** 6/30/21 11:22 AM  
**SOURCE:** Website  
**NAME:** Chris Redgrave

---

**COMMENT:**

The Gondola Project is the perfect mode of transportation when you take clean air, snow slides/avalanches, safety and providing an extraordinary year around experience for tourist and locals. It is also environmentally sound verses any other option.

**(32.2.9D)**



**COMMENT #:** 1569  
**DATE:** 6/30/21 11:31 AM  
**SOURCE:** Website  
**NAME:** Julia Cloward

---

**COMMENT:**

Instead of permanently scarring the canyon, why not utilize and improve upon the infrastructure that is already in place? More consistent buses with more stops at popular trailheads and the same ones at the resorts will get cars out of the canyons. **(32.2.9A and 32.2.6.3C)** Also, the idea of ski lockers at the base was nice, but the gondola will ruin little cottonwood canyon. **(32.2.9E)**

**COMMENT #:** 1570  
**DATE:** 6/30/21 11:32 AM  
**SOURCE:** Website  
**NAME:** Steven Caywood

---

**COMMENT:**

I am writing to support the bus option. The gondola is certainly the more emotionally attractive option, but the bus system would serve ALL users of the canyons in ALL seasons, not just folks who visit Alta/Snowbird during the winter. **(32.2.6.3C)**

A dedicated bus lane would solve the problems of alleviating traffic, moving large numbers of people up/down the canyon, and helping with summer traffic. **(32.2.6.3C)** I realize summer traffic is not a large consideration now, but this project should look decades into the future. Summer recreation is only going to grow and having a dedicated cycling/pedestrian lane in the canyon will alleviate car traffic and travel slowdowns due to cyclists in the climbing lane. **(32.2.9B)**

Thanks,  
Steve

**COMMENT #:** 1571  
**DATE:** 6/30/21 11:34 AM  
**SOURCE:** Website  
**NAME:** Darwin Taylor

---

**COMMENT:**

I think that the gondola is the best option and that it should be implemented instead of the additional bus lane.

**(32.2.9D)**

**COMMENT #:** 1572  
**DATE:** 6/30/21 11:34 AM  
**SOURCE:** Website  
**NAME:** Eric Nelson

---

**COMMENT:**

I personally do not ski in the cottonwoods right now, and it is because the roads and traffic are too crowded and dangerous for my taste. I do not like riding busses on dangerous public roadways because while the driver could be the greatest in the world, outside human factor is way too great to mitigate enough risk for me to happily ride along.

I support the gondola idea, as long as the canyon still remains accessible for those who are on limited to no income. **(32.5A)** The gondola should serve to allow more fluid access for not only skiers, but also hikers and sight seeing tourists. If the traffic going to the top of the canyon can primarily ride the gondola, the rest of the canyon should open up to those who cannot afford to pay to ride the lift or those who are not trying to travel all the way to the top of the canyon. **(32.5A and 32.2.4A)**

I am adamantly opposed to adding a new lane in the canyon and I think it would be far more intrusive and destructive to the environment than a new lift would be. **(32.2.9C)** There are already 17 lifts in little cottonwood, counting the tram. One more lift is not going to seriously deface the environment more than already has been, and certainly not more than an added lane with teams of busses going up and down the canyon at a highly increased frequency.

Finally, I would continue to avoid the canyon at all times during the winter if the bus option was chosen, and would not benefit in any way from the added bus lane. I outright refuse to be a patron of public transit operated on such a dangerous roadway. If the gondola option were chosen, I would purchase an Alta and Snowbird pass and be a frequent user of both resorts. **(32.2.9D)**

My support is with the gondola option, under the condition that the canyon remain available and accessible to those who can't afford to pay a luxury premium to use the canyon. Please keep access open for all. **(32.2.4A)**

Thank you!

**COMMENT #:** 1573  
**DATE:** 6/30/21 11:35 AM  
**SOURCE:** Website  
**NAME:** Shannon Miller

---

**COMMENT:**

Little Cottonwood is a priceless resource. Transportation improvements are appreciated as UDOT works to accommodate more visitors for the future. A gondola system is efficient, beautiful and low impact. **(32.2.9D)** Let's face it, buses are ugly i more ways than one. Please consider improving the view and the air with fewer buses. **(32.10A and 32.17B)**

**COMMENT #:** 1574  
**DATE:** 6/30/21 11:36 AM  
**SOURCE:** Website  
**NAME:** Deborah Thorpe

---

**COMMENT:**

I heartily support the gondola option for the preservation of the serenity of the Little Cottonwood Canyon and overall for the environmental impact that we clearly must take seriously. **(32.2.9D)**

**COMMENT #:** 1575  
**DATE:** 6/30/21 11:36 AM  
**SOURCE:** Website  
**NAME:** James Pooler

---

**COMMENT:**

New gondola will attract tourists and will leave the road for the locals. (32.29D)

**COMMENT #:** 1576  
**DATE:** 6/30/21 11:53 AM  
**SOURCE:** Website  
**NAME:** Ryker Bailey

---

**COMMENT:**

As a lifelong resident to the Salt Lake valley I think the gondola solution is the best for our community and environment. This provides a reliable and dependable solution for meeting the transportation needs of the canyon users. The minimal environmental impact is also of great benefit to our watershed and wildlife. **(32.12A and 32.13A)**

More roads and buses are not the answer. Buses are still subject to situations that often cause delays in the canyons (slide offs, weather, etc.). As I have frequently encountered when trying to use the ski buses on busy days they quickly get off schedule, the bus solution (even with additional lanes) will likely not resolve this. **(32.7C)**

Moving forward with a gondola solution is the right step in leading the way for Salt Lake and Utah to invest in reliable and regular mass transit more rather than just building more roads. **(32.2.9D)**



**COMMENT #:** 1577  
**DATE:** 6/30/21 11:54 AM  
**SOURCE:** Website  
**NAME:** Matt Leatham

---

**COMMENT:**

I think the Gondola is absolutely the most responsible way to access the canyon in the winter months as well as year round. I fully support this effort and would be willing to donate funds and or pay more taxes to help ideas and efforts like these for our beautiful mountains and environment. **(32.2.9D)**

**COMMENT #:** 1578  
**DATE:** 6/30/21 11:55 AM  
**SOURCE:** Email  
**NAME:** Nicole Marshall

---

**COMMENT:**

Hello -

I am a resident of Salt Lake City and a regular visitor to Little Cottonwood Canyon.

I would like to voice my support for the Gondola option for the canyon, as I think it truly resolves for the inevitable issues of traffic accidents, avalanches, etc in a better, more long-term way.

Please build this gondola so we can have year-round access to this beautiful canyon, reducing traffic flow on the road, reducing emissions, and show this community how stronger infrastructure solutions are better for our inevitable growth. **(32.2.9D)**

**COMMENT #:** 1579  
**DATE:** 6/30/21 12:01 PM  
**SOURCE:** Website  
**NAME:** Matthew Rocha

---

**COMMENT:**

If we use the extended bus option a route could be created to access trailheads via the bus allowing for back country access via public transit. **(32.2.6.3C)**

**COMMENT #:** 1580  
**DATE:** 6/30/21 12:02 PM  
**SOURCE:** Website  
**NAME:** Matthew Rocha

---

**COMMENT:**

Has a vehicle occupancy toll system been considered. Allowing for cars with 3+ people to drive up at a reduced toll? **(32.2.4A)**

**COMMENT #:** 1581  
**DATE:** 6/30/21 12:04 PM  
**SOURCE:** Website  
**NAME:** Matthew Rocha

---

**COMMENT:**

The proposed idea of 20-30 dollars a car to go up the canyon seems a bit excessive and would disconnect people who may not have the means to pay that kind of a price to recreate in the canyon **(32.2.4A and 32.5A)**

**COMMENT #:** 1582  
**DATE:** 6/30/21 12:08 PM  
**SOURCE:** Website  
**NAME:** Calvin Zylstra

---

**COMMENT:**

The road extension for busses doesn't solve the problem. There's still gonna be tons of traffic pre and post road closures and when there's a lot of snow falling per hour. All this solution does is create a lane for busses. There's no second option for commuters. The only way to avoid traffic is to take the bus, which doesn't work when the road is closed.

The gondola solves the problem. There's still gonna be traffic on the roads during the aforementioned situations but at least there's a second option for commuters who don't want to sit in traffic or burn emissions **(32.2.9D)**

**COMMENT #:** 1583  
**DATE:** 6/30/21 12:11 PM  
**SOURCE:** Website  
**NAME:** Lisa Jeraj

---

**COMMENT:**

Could you put some solar panels on the gondolas? Could you put any wind turbines within the gondolas and/ or the canyon? **(32.2.6.5T)** Would underground be better? **(32.2.6.5P)** All the parking at the mouth of the canyon should be covered. **(32.2.6.2.1C)** I am concerned that it will be very expensive to ride **(32.2.4A)**, and that the croissants will be \$10 each from La Caille station: Rich people only. **(32.5A)**

**COMMENT #:** 1584  
**DATE:** 6/30/21 12:14 PM  
**SOURCE:** Website  
**NAME:** John W Andersen

---

**COMMENT:**

I support the gondola option over widening of the road. **(32.2.9D)**



**COMMENT #:** 1585  
**DATE:** 6/30/21 12:15 PM  
**SOURCE:** Website  
**NAME:** Kathryn Kathy Anderson

---

**COMMENT:**

I take my 89 yr Mother up the canyon at least once a week. The traffic is always bad. My Mother will be dead by the time a solution is found. For me and my grandkids I would prefer the Gondola. I The thought of being up off the ground and teaching my grandkids about how beautiful the canyon is is better than riding a bus. I vote for the gondola. **(32.2.9D)**

**COMMENT #:** 1586  
**DATE:** 6/30/21 12:19 PM  
**SOURCE:** Website  
**NAME:** Rusty Martin

---

**COMMENT:**

My support would be 100% for the gondola proposal. **(32.2.9D)**

**COMMENT #:** 1587  
**DATE:** 6/30/21 12:20 PM  
**SOURCE:** Website  
**NAME:** Kevin MacDonald

---

**COMMENT:**

I think the Gondola option is a better option for the public. Likely more environmentally friendly and more reliable in the event of weather conditions that affect the roads. Would also provide a great experience to enjoy the sights of the canyon for a new perspective. **(32.2.9D)**

**COMMENT #:** 1588  
**DATE:** 6/30/21 12:25 PM  
**SOURCE:** Website  
**NAME:** Kolton Smith

---

**COMMENT:**

I'm an employee of Snowbird and I've spent between 5 and 7 days a week every week for the last 3 years commuting up to Snowbird. I've seen additional dedicated buses added to the routes each year and they have very little impact on reducing the traffic in the canyon. **(32.7C)**

I've spent multiple Interlodge events up at Snowbird and when the road closures for avalanches, it can take upwards of 60 hours to get traffic flowing again. Adding more buses will not help with road closures and the dozens of times I've seen buses hold up traffic from slick road conditions rather than reduce congestion proves to me that more buses will not help this canyon. Even with a dedicated bus lane, our town population will continue to grow and out-pace the road widening efforts. **(32.2.9B)**

The road widening solution is a 1 year solution while the gondola will help reduce congestion and ultimately make the canyon a safer place during avalanche danger.

The gondola even provides Little Cottonwood Canyons first major escape alternative in case of a mid-canyon wildfire.

The value of being able to get people up and down the canyon even during an interlodge event is such an improvement to safety that it outways any time saving the bus route would provide over the gondola. **(32.2.6.5H)**

Lastly, the gondola will have such a smaller impact to the environment. The road widening needed for the dedicated bus lane will do more harm to the canyon including the destruction of multiple boulder routes beloved by the rock climbing community. **(32.4B)**

I believe above and beyond that the only way to keep people out of 3 hours of car traffic, reducing carbon emissions **(32.10A)** and improving overall canyon safety is through the Gondola project. **(32.2.9D)**

Thanks for all your hard work with this survey process!

Best,

**COMMENT #:** 1589  
**DATE:** 6/30/21 12:26 PM  
**SOURCE:** Website  
**NAME:** Charity Miller

---

**COMMENT:**

Please consider the Gondola option for Little Cottonwood Canyon. It's environmentally friendly, will have less impact in the much needed snowpack, and, let's face it, us very touristy. **(32.2.9D)**

**COMMENT #:** 1590  
**DATE:** 6/30/21 12:27 PM  
**SOURCE:** Website  
**NAME:** Phoebe McNeally

---

**COMMENT:**

A gondola is a worthwhile pursuit if it serves the entire canyon. The current gondola design does not accommodate non resort users. In order to meet the needs of the entirety of Little Cottonwood Canyon, stops needs to be added for the major trail heads in the canyon. To not service the White Pine trail head is very short sighted and does not present a solution that remedies the summer traffic congestion and parking issues. **(32.2.6.5G)** UDOT and the US Forest Service need to work together to find a solution that resolves not just the winter demands on LCC, but the year your demands. **(32.2.6.5F)** The gondola could be the solution if additional stops are added to service lower and mid canyon areas. This should be an investment in the entire canyon and not just the resorts and serve all the tax payers that will be contributing to the building of this system. **(32.2.6.5G)**

**COMMENT #:** 1591  
**DATE:** 6/30/21 12:28 PM  
**SOURCE:** Website  
**NAME:** Leslie Mack

---

**COMMENT:**

I support the gondola plan in Little Cottonwood. It will help relieve traffic and save our canyons.  
**(32.2.9D)**

**COMMENT #:** 1592  
**DATE:** 6/30/21 12:31 PM  
**SOURCE:** Website  
**NAME:** Hayden James

---

**COMMENT:**

I'm in favor for the gondola option given it is the more environmentally friendly choice \*IF\* the resorts fund this. Funding this with taxpayer \$ is ridiculous when the gondola is only servicing Alta & Snowbird. **(32.2.7A)** The gondola must be as economical as the bus option as well or no one will use it. **(32.2.4A)**



**COMMENT #:** 1593  
**DATE:** 6/30/21 12:36 PM  
**SOURCE:** Website  
**NAME:** Margaret Paramore

---

**COMMENT:**

I have lived in Cottonwood Heights for over 30 years and support the Gondola for Little Cottonwood Canyon **(32.2.9D)**

**COMMENT #:** 1594  
**DATE:** 6/30/21 12:41 PM  
**SOURCE:** Website  
**NAME:** Katie Riley

---

**COMMENT:**

Sounds like a great way to relieve pressure on the current system **(32.29D)**

**COMMENT #:** 1595  
**DATE:** 6/30/21 12:42 PM  
**SOURCE:** Website  
**NAME:** Ian Larsen

---

**COMMENT:**

A tram is permanent it will be there forever. Forever scaring LCC. (32.17A) Better option is to rid of ikon pass in LCC. (32.2.2K) If we need to widen the roads. (32.29D)

**COMMENT #:** 1596  
**DATE:** 6/30/21 12:43 PM  
**SOURCE:** Website  
**NAME:** Matthew Rocha

---

**COMMENT:**

Has the EIS considered creating a canyon capacity number for the winter months? **(32.20B)**

**COMMENT #:** 1597  
**DATE:** 6/30/21 12:47 PM  
**SOURCE:** Website  
**NAME:** Brooke Lamont

---

**COMMENT:**

I 100% think this is an amazing idea. I love the LCC, and although it may sound cheesy, get so sad watching the hundreds of cars day in and day out pollute that canyon. Too much congestion in a place that should serve peace and tranquillity to the people that live being in the mountains. Please consider this, because it seems like a great solution that will help change our future with this canyon! **(32.29D)**

**COMMENT #:** 1598  
**DATE:** 6/30/21 12:47 PM  
**SOURCE:** Website  
**NAME:** Matthew Rocha

---

**COMMENT:**

A gondola really only seems to benefit the resorts and dose not seem to help those who are looking to recreate differently in the canyon **(32.2.6.5G)**

**COMMENT #:** 1599  
**DATE:** 6/30/21 12:47 PM  
**SOURCE:** Website  
**NAME:** Mitch Zutter

---

**COMMENT:**

Plan for the future, not the present. Get vehicles off roads. Look at Europe as an example - where gondolas and cog-trains are used as everyday transportation. **(32.2.2L)**

**COMMENT #:** 1600  
**DATE:** 6/30/21 12:53 PM  
**SOURCE:** Website  
**NAME:** Hannah Johnston

---

**COMMENT:**

A gondola will allow people to come up and enjoy the canyon, without compromising the environment. I think expanding the road will be a nightmare, both in terms of the complex landscape and in the great amounts of congestion and traffic that it would cause. **(32.7C)** The gondola will be a much safer option and will get people up to the ski resorts during messy snowstorms and dangerous driving conditions. Plus with this new SLC airport and high home demand, so many more people are going to be coming up LCC every winter and we need to prepare for that. I WILL RIDE THE GONDOLA if it is there. I live on the Wasatch back and have stopped skiing at Alta and Snowbird because they are simple too hard and too time consuming to get to, even though they have the best snow. If there was a gondola, I would probably start skiing at Alta again. **(32.2.9D)**



**COMMENT #:** 1601  
**DATE:** 6/30/21 12:56 PM  
**SOURCE:** Website  
**NAME:** Chris Gamvroulas

---

**COMMENT:**

I love the gondola idea. As soon as it's built it will become iconic in Utah just like the tram at Snowbird. People hate riding buses. I would much rather know there is a safer alternative to coming down the canyon in the winter, and the gondola is that solution. **(32.2.9D)**

**COMMENT #:** 1602  
**DATE:** 6/30/21 12:57 PM  
**SOURCE:** Website  
**NAME:** Dan Kemp

---

**COMMENT:**

I do NOT want a gondola solution. The costs for the taxpayers is too high, and I don't want to pay for each ride up the canyon. **(32.2.7A and 32.2.4A)** It will not benefit locals. It might make it easier to get more tourists up the canyon but I don't want to fund it with taxpayer dollars nor do I want to ride it. **(32.2.7A)** An expanded bus system would be much better. **(32.2.9A)**

**COMMENT #:** 1603  
**DATE:** 6/30/21 12:59 PM  
**SOURCE:** Website  
**NAME:** Mary Zollo

---

**COMMENT:**

After careful consideration, I would like to see the gondola option enacted for reducing traffic in Little Cottonwood Canyon. **(32.2.9D)**

**COMMENT #:** 1604  
**DATE:** 6/30/21 1:01 PM  
**SOURCE:** Website  
**NAME:** Max Pagel

---

**COMMENT:**

Gondola is going to be the greener, more picturesque option. I would say rather sit in a gondola than a bus! (32.2.9D)

**COMMENT #:** 1605  
**DATE:** 6/30/21 1:02 PM  
**SOURCE:** Website  
**NAME:** Madison Tingley

---

**COMMENT:**

I vote for the gondola option in Little Cottonwood Canyon. This will help preserve our beloved canyon and will be a better option for the future. **(32.2.9D)**

**COMMENT #:** 1606  
**DATE:** 6/30/21 1:06 PM  
**SOURCE:** Website  
**NAME:** Ray Crowder

---

**COMMENT:**

No tax payer funded gondola for private benefit! Give the public lands back to the people and stop cowering to these mega rich resorts! **(32.2.9E)**

**COMMENT #:** 1607  
**DATE:** 6/30/21 1:08 PM  
**SOURCE:** Website  
**NAME:** Jun Yu

---

**COMMENT:**

I support the Gondola proposal. It will make access to the little cottonwood resorts in the winter time more reliable. **(32.2.9D)**

**COMMENT #:** 1608  
**DATE:** 6/30/21 1:11 PM  
**SOURCE:** Website  
**NAME:** Newel Cusick

---

**COMMENT:**

I support the gondola proposal. **(32.2.9D)**



**COMMENT #:** 1609  
**DATE:** 6/30/21 1:13 PM  
**SOURCE:** Website  
**NAME:** Hunter Todd

---

**COMMENT:**

I Believe the Gondola is far better.

#1 2x4 busses slide off the road all the time, along with causing more traffic due to driving slow

#2 Busses/buss drivers be driving/sliding off the road all the time!

#3 it is much more damaging to the environment and would remove some trail systems. **(32.4A)**

#4 tax payer cost of maintenance on more busses and cost of paying more buss drivers and buying busses that will only really be needed during half the year, and they add a lot more pollution and long term more \$ for buss and road maintenance. Also on heavy snow days many times the outer lanes are not even plowed so busses and cars would still be using the same lanes.

#5 a gondola would provide transportation in case of emergency or for employees to get to work when road is closed due to avalanches **(32.2.9D)**

I believe adding wins will only incentivize people to want to drive more than carpool. **(32.29D)**

#-Bonus, providing rentable lockers for people's ski gear could provide extra income and even further incentivize carpooling and taking the gondola. **(32.2.3A)**

**COMMENT #:** 1610  
**DATE:** 6/30/21 1:15 PM  
**SOURCE:** Website  
**NAME:** Sophie Belman

---

**COMMENT:**

I strongly encourage UDOT to consider the gondola option as it will mitigate damage to climbing areas and other aspects of our beautiful canyon. **(32.2.9D, 32.4A, and 32.17A)**

**COMMENT #:** 1611  
**DATE:** 6/30/21 1:18 PM  
**SOURCE:** Website  
**NAME:** Warren Miterko

---

**COMMENT:**

Tax dollars should not go to a project that will only benefit 2 private companies. **(32.2.9E)** This is not a solution.

**COMMENT #:** 1612  
**DATE:** 6/30/21 1:22 PM  
**SOURCE:** Website  
**NAME:** Farjad Khan

---

**COMMENT:**

I would like to voice my support for the gondola in Little Cottonwood Canyon **(32.2.9D)**

**COMMENT #:** 1613  
**DATE:** 6/30/21 1:23 PM  
**SOURCE:** Website  
**NAME:** Matthew Rocha

---

**COMMENT:**

If the bus option wins will the buses used should be specially equiped for the extreme conditions like proper tires, AWD/4WD and special training for the drivers to prevent accidents **(32.2.6.3E)**

**COMMENT #:** 1614  
**DATE:** 6/30/21 1:24 PM  
**SOURCE:** Website  
**NAME:** Peter Finn

---

**COMMENT:**

Been skiing for 69 years (eastern US, Canada, Rockies)-Snowbird first in 1974. Priority should be to preserving the canyon. Gouging new bus lanes with more frequent buses belching diesel exhaust will do more physical harm and visual degradation than 4 or 5 gondola towers. Having a toll booth at the bottom (Alpine Loop) charging from Dec. 1 to May 30 (with season pass bypass lane) will reduce vehicle traffic enough to keep current roadway and preserve the summer fall driving experience up and down the canyon. **(32.2.4A)** Should be post pandemic so we can breathe together. A contract for all electric buses would make me reconsider but still sorry to see bulldozing the canyon - not anxious for UDOT early retirement gift. **(32.2.6.3F)**

**COMMENT #:** 1615  
**DATE:** 6/30/21 1:26 PM  
**SOURCE:** Website  
**NAME:** Carina Jackman

---

**COMMENT:**

I support a gondola for little cottonwood canyon. **(32.2.9D)**

**COMMENT #:** 1616  
**DATE:** 6/30/21 1:26 PM  
**SOURCE:** Website  
**NAME:** Sean Ryan

---

**COMMENT:**

The gondola is a horrible idea that only serves the ski resorts. It doesn't solve ease of transportation or efficiency. **(32.2.9E)** Enhanced bussing is the only logical option. **(32.2.9A)**



**COMMENT #:** 1617  
**DATE:** 6/30/21 1:28 PM  
**SOURCE:** Website  
**NAME:** Valentin Staller

---

**COMMENT:**

The Gondola is a visionary solution for growing problem. Utah has been a national leader in public transportation solutions, and this would be a green, sustainable addition to existing infrastructure. Little Cottonwood Canyon is not equipped for today's traffic conditions, and an expansion of the road will not ease those conditions. It has been documented that passengers prefer light rail over buses and BRT; presumably, the gondola will achieve higher adoption rates than an expanded bus system; however, this should be examined. **(32.2.9D)**

**COMMENT #:** 1618  
**DATE:** 6/30/21 1:36 PM  
**SOURCE:** Website  
**NAME:** Hyrum Maynez

---

**COMMENT:**

As a tax paying citizen and a year round user of the canyons, I will not support a gondola or widening of the road up Little Cottonwood Canyon. More sustainable options that do not use taxpayer money to benefit ski resorts should be more closely examined. **(32.2.7A)** Developing undisturbed land to build a way to get more people up the canyon should not be an option. **(32.1.2B)**

**COMMENT #:** 1619  
**DATE:** 6/30/21 1:40 PM  
**SOURCE:** Website  
**NAME:** John Major

---

**COMMENT:**

The Gondola is an excellent solution - it's hard to imagine a better one! **(32.2.9D)**

**COMMENT #:** 1620  
**DATE:** 6/30/21 1:43 PM  
**SOURCE:** Website  
**NAME:** Jon Mondragon

---

**COMMENT:**

Excellent proposal... 110% for this initiative. **(32.29D)**

**COMMENT #:** 1621  
**DATE:** 6/30/21 1:44 PM  
**SOURCE:** Website  
**NAME:** Alta Hales

---

**COMMENT:**

Gondola please (32.2.9D)

**COMMENT #:** 1622  
**DATE:** 6/30/21 1:45 PM  
**SOURCE:** Website  
**NAME:** Mark Nicholas

---

**COMMENT:**

Tram!! (32.2.9D)

**COMMENT #:** 1623  
**DATE:** 6/30/21 1:46 PM  
**SOURCE:** Website  
**NAME:** Maggie Noonan

---

**COMMENT:**

Please select the gondola option. It is important to preserve what we have recognizing the huge growth.  
Thank you **(32.2.9D)**

**COMMENT #:** 1624  
**DATE:** 6/30/21 1:46 PM  
**SOURCE:** Website  
**NAME:** Robyn Rytting-Shields

---

**COMMENT:**

Excellent idea (32.29D)



**COMMENT #:** 1625  
**DATE:** 6/30/21 1:48 PM  
**SOURCE:** Website  
**NAME:** Andrew Smith

---

**COMMENT:**

Let's get a gondola ayy (32.2.9D)

**COMMENT #:** 1626  
**DATE:** 6/30/21 1:52 PM  
**SOURCE:** Website  
**NAME:** Mark Siddoway

---

**COMMENT:**

I am in favor of this (32.29D)

**COMMENT #:** 1627  
**DATE:** 6/30/21 1:55 PM  
**SOURCE:** Website  
**NAME:** Stephen Green

---

**COMMENT:**

I am against the gondola. **(32.2.9E)** I think the best solution is for increased parking at the base of the canyons with increased, year round bus service and a dedicated bus lane. **(32.2.9B and 32.2.6.3C)**

**COMMENT #:** 1628  
**DATE:** 6/30/21 1:58 PM  
**SOURCE:** Website  
**NAME:** Kathy Parker

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**COMMENT:**

I fully support the gondola option for improving LCC's traffic situation. The less cars on the road, the better for people and the environment. **(32.2.9D)**

**COMMENT #:** 1629  
**DATE:** 6/30/21 1:58 PM  
**SOURCE:** Website  
**NAME:** Teresa Wilson

---

**COMMENT:**

I 100% SUPPORT THIS!!!! (32.29D)

**COMMENT #:** 1630  
**DATE:** 6/30/21 2:01 PM  
**SOURCE:** Website  
**NAME:** Megan Perkins

---

**COMMENT:**

I support the Gondola option in Little Cottonwood Canyon **(32.2.9D)**

**COMMENT #:** 1631  
**DATE:** 6/30/21 2:02 PM  
**SOURCE:** Website  
**NAME:** Elliot Smith

---

**COMMENT:**

improved bus service appears to be the best option **(32.2.9A)**

**COMMENT #:** 1632  
**DATE:** 6/30/21 2:06 PM  
**SOURCE:** Website  
**NAME:** Warren Young

---

**COMMENT:**

I personally think this is a bad idea, not only will this cost tax payers a ton but it will change LCC forever, making it look horrible. I think we should invest in expanding the road. Not for commuters but have a lane for buses only! **(32.2.9B)** This would cost a lot less, also creating a barrier so that no other vehicles can travel in this lane except buses and emergency crews. **(32.2.6.3J)**



**COMMENT #:** 1633  
**DATE:** 6/30/21 2:07 PM  
**SOURCE:** Email  
**NAME:** Erik Henrickson

---

**COMMENT:**

Hi UDOT,

Hope that you're doing well! I wanted to reach out to voice my opinion in regards to the gondola/bus service/LCC traffic situation. I'm against the use of a gondola at this time. **(32.2.9E)** While I recognize that it would be very efficient, the eye sore/environmental impact wouldn't be worth it, yet. **(32.17A)** BCC had several days last winter where it was closed due to too many people, so finding a way to get more people up there isn't going to make it better. **(32.1.2B)** I think that the gondola should be the last thing done after all potential resources have been exhausted. The gondola turns LCC into a Disney World of outdoor activities, but Utah does like to have "the worlds largest gondola" haha. While I'm more in favor of the widening of the shoulder, it will only put more cars at a dead stop. **(32.2.2P)** Building a parking lot in the proposed gondola station, and then tolling people driving up the canyon to force more bus use should be the next step. Having skied at the resorts, even with the LCC traffic bottleneck the ski resorts are past capacity. Widening the road or adding a gondola isn't going to eliminate the bottleneck, it's just going to put it at a different location. **(32.2.7C)** We have to face it that with the increasing population here that it's just going to be busy. Having a max capacity, and closing the canyon once it is hit will be the future. **(32.2.4A)** I think that forcing people to ride the bus, and increasing buses/ capacity is the best option. **(32.2.9A)**

**COMMENT #:** 1634  
**DATE:** 6/30/21 2:14 PM  
**SOURCE:** Website  
**NAME:** Mark Jensen

---

**COMMENT:**

I am in support of the gondola! **(32.2.9D)**

**COMMENT #:** 1635  
**DATE:** 6/30/21 2:19 PM  
**SOURCE:** Website  
**NAME:** Taylor Bedell

---

**COMMENT:**

Little cottonwood absolutely needs this! So much safer and better for our world. **(32.29D)**

**COMMENT #:** 1636  
**DATE:** 6/30/21 2:23 PM  
**SOURCE:** Website  
**NAME:** Dakota Braun

---

**COMMENT:**

As an employee at Snowbird ski resort and local that lives near the mouth this would be absolutely life-changing not just in commute time but also in safety for those who do not know how to drive in the snow. **(32.29D)**

**COMMENT #:** 1637  
**DATE:** 6/30/21 2:24 PM  
**SOURCE:** Website  
**NAME:** Michael Gladson

---

**COMMENT:**

Anything we can do to reduce and minimize traffic, emissions, and wear and tear is the direction we should follow. We wholeheartedly support the gondola as an efficient solution. Traffic is not going to go away and driving will always be an option, this will minimize and provide a unique experience for all.  
**(32.2.9D)**

**COMMENT #:** 1638  
**DATE:** 6/30/21 2:28 PM  
**SOURCE:** Website  
**NAME:** Aubrey Eyre

---

**COMMENT:**

Please, please, please do not put a gondola in LCC. **(32.2.9E)** Realistically we shouldn't be looking for ways to increase the capacity of patrons at the ski resorts. We should be looking for ways to protect the mountain landscapes that provide the water that sustains our cities. **(32.1.2A)** Finding or building new ways to get more people up the canyons with less congestion isn't the answer. We should expand the bus system for those going to the resorts and put heavier requirements on vehicles and individuals using the canyon roads for backcountry access. **(32.2.9A and 32.2.4A)** If the only people driving private cars up the canyons are those going into the backcountry, the congestion and environmental impact will decrease significantly. **(32.2.4A)**

If we can improve the bus system to nearly triple their capacity at heavy traffic times and encourage resorts to provide better facilities for individuals to store their food, excess gear, etc. then resort patrons will feel less need for a car. **(32.2.9A and 32.2.3A)**

We should not keep looking at multi million dollar infrastructure that will drastically change our mountain landscapes. We should encourage resorts and citizens to better respect the mountains and wilderness areas and limit their affect by being more responsible.

**COMMENT #:** 1639  
**DATE:** 6/30/21 2:40 PM  
**SOURCE:** Website  
**NAME:** Brendan Dwyer

---

**COMMENT:**

This is a terrific idea that limits our harm caused to the environment **(32.29D)**

**COMMENT #:** 1640  
**DATE:** 6/30/21 2:41 PM  
**SOURCE:** Website  
**NAME:** Michael Kane

---

**COMMENT:**

Air pollution is an issue in the valley where the smog layer resides during the winter, not in the canyon. Both a gondola and bus system require skiers to travel through the valley to arrive at the base station, contributing to the air pollution in the valley and not resolving the issue. **(32.10A)**

With respect to traffic, there isn't enough room on the mountain for more people than can fit in the parking lot with cars. The parking reservation system Snowbird had last year worked ok, yet there were still far too many people on the mountain (snowbird should have charged \$\$ for the parking passes). First come-first served also works well... wake up early if you want to ski. Unless the resorts build more lifts, there is no good reason allow more humans into the canyon. **(32.2.4A, 32.20A, and 32.20B)**

The best solution is to force drivers and skiers to pay more to access the skiing as this will reduce the number of people who choose to ski. The private resorts can increase lift ticket prices and parking fees to solve the pollution and traffic issues. **(32.2.4A)** Forcing the taxpayers to fund a transportation system for skiers is inefficient and doesn't address the pollution problem in the valley. **(32.2.7A and 32.10A)**

Additionally, it gondolas tend to get grounded during wind/storms, which is when skiers want to get up the canyon. **(32.2.6.5K)**

Lastly, nobody likes to ride public transportation. We don't want to wear/pack our ski gear from the base of the canyon to the resort in a box filled with a bunch of other strangers. We like to bring gear (like a 2nd pair of skis/board for different conditions), a case of beer/lunch, and comfortable clothes to wear after. This isn't realistic with public transportation.

A covered or partially-covered toll road seems like the most logical, efficient, and effective solution, second to doing nothing and letting skiers and resorts figure it out on their own. **(32.2.2Y and 32.2.4A)**



**COMMENT #:** 1641  
**DATE:** 6/30/21 2:42 PM  
**SOURCE:** Website  
**NAME:** Jasper Jesperson

---

**COMMENT:**

Please do not force taxpayers in Utah to fund this ski resort enhancement. If there is a problem with ski restore access then please let those that will benefit financially pay for the changes. **(32.2.7A)**

**COMMENT #:** 1642  
**DATE:** 6/30/21 2:44 PM  
**SOURCE:** Website  
**NAME:** Matthew Olson

---

**COMMENT:**

I do not believe that the environmental footprint of the gondola would be smaller than widening the road. There will be many trees cleared in the canyon, access roads to many of the towers will be established for maintenance etc., and certainly a myriad of other unforeseen issues and consequences (which generally come with new invasive projects like this). **(32.13A and 32.13B)** In terms of reliability and efficient transportation for ski resort guests, I do not think a gondola is a sufficient or lasting solution. **(32.2.6.5K)** While I think the canyon could benefit from a little widening of the already existing road in some areas and more parking at many of the major trailheads, overall, I don't think widening the road throughout the entire canyon is also completely necessary. Less infrastructure change and more creative regulation on weekends and power days during peak ski season is a better approach. **(32.2.4A)** Dramatic changes in LCC should not be made based on traffic in Feb-March alone! Let's find a solution that targets the problematic ski days/weekends without ruining the rest of the canyon for all the other months. One of the best things about the canyon is being able to dip in and out midweek (any season) for a quick adventure before/after work.

I cannot stress enough how much of an eyesore a gondola would be in our canyon. **(32.17A)** I've spent a good amount of time in Switzerland and would think it a shame if our peaks and canyons ended up covered in more lifts and trains. I have asked multiple Europeans about their favorite thing in Utah. Their response: Open space and public land! Areas that are wild, pristine and undeveloped! Skiing aside, these canyons are beautiful and should be preserved more tactfully than many parts of the Alps and Europe. We need to continue to discuss and find better solutions. I don't have one yet, but I'm planning to do what I can to preserve all that this canyon is. Building a gondola seems like the quickest way to turn this wild (ish) canyon into a resort-backed carnival ride. **(32.17A)**

Little Cottonwood Canyon is used year-round for many activities, not just skiing. I probably rock climb as much as I ski and seeing huge towers and cables next to me as I climb in the lower canyon would take away from the experience. **(32.4B)** In my opinion, expanding the existing road would be less invasive, but would should be done so minimally. **(32.17B)** The view I see when entering into the canyon gets me every time! I can't help but stare in awe at the perfectly carved glacier valley and steep jagged cliffs. Tainting that view would hurt a lot. If you haven't been recently, I encourage you to go recreate or just drive up the canyon and take it in. Imagine what a large gondola and large metal towers strewn throughout the canyon would do to the scenery. **(32.17A)** Please consider this canyon for everything that it is! It is not a road, it is not just a ski resort, it is an iconic landscape that should be preserved and responsibly enjoyed rather than exploited. I am confident that in 30 years any preservation we do now will be looked back on as a huge accomplishment for this canyon.

Matthew Olson

**COMMENT #:** 1643  
**DATE:** 6/30/21 2:45 PM  
**SOURCE:** Email  
**NAME:** Curtis Ish

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**COMMENT:**

I wonder if, instead of adding an additional lane up 210 (Little Cottonwood Canyon) , you see if AltaCorp would consider swapping the land they control in Grizzly Gulch for ownership of Greeley Mountain. With three lanes up to Brighton Ski Area and two lanes over to the end of 210, you could have two dedicated lanes of traffic up .from midnight to 12:30 PM and the reverse from 12:30 PM to midnight. I don't see how adding a lane to 210 is going to relieve the backup when the plow trucks try to clear the roads from 6:30 to 9:00 or 10:00 in the morning. Having more cars into the canyon will probably be remedied in 10 years as EV gains momentum **(32.1.1A, 32.2.2D, 32.2.4A, and 32.7C)**

You can remind Alta that they advertise 2,500 acres.but in reality a lot less is available. Owning the mountain would allow a much needed additional chair up to the top of Greeley, a groomed trail around the edge of Greeley Hill and a return trail along the base of Greeley from Albion to Wildcat basin. That would allow the rope tow to be removed and create a mega parking space. Also they could smooth out a single lane on Sunspot to hook up with Saddle for a nice intermediate run. **(32.29R)**

Curtis Ish, Alta passholder since 2001

**COMMENT #:** 1644  
**DATE:** 6/30/21 2:45 PM  
**SOURCE:** Website  
**NAME:** Paul Schnarr

---

**COMMENT:**

Let's do the buses and the bus lanes. It will get the cars off the road, make the transit time short, and enable the canyons to be more easily used in the summer **(32.2.9B and 32.2.6.3C)**

**COMMENT #:** 1645  
**DATE:** 6/30/21 2:47 PM  
**SOURCE:** Website  
**NAME:** David Thieme

---

**COMMENT:**

NO Gondola! **(32.2.9E)**  
Yes more buses! **(32.2.9A)**

**COMMENT #:** 1646  
**DATE:** 6/30/21 2:48 PM  
**SOURCE:** Website  
**NAME:** Thom Gallie

---

**COMMENT:**

Gondola is a superior solution to buses because the gondola will be more sustainable and reliable as well as year-round and having a lighter environmental footprint. The last thing LLC needs is a widened highway which leads to more of the same that is the source of the problem. **(32.2.9D)**

**COMMENT #:** 1647  
**DATE:** 6/30/21 2:50 PM  
**SOURCE:** Website  
**NAME:** Eric Roman

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**COMMENT:**

I've been skiing Snowbird since 1975 and am also an owner of a condo at the Cliff Club. The traffic situation is well past the breaking point and I encourage the Gondola option up LCC to help solve it.  
**(32.2.9D)**

**COMMENT #:** 1648  
**DATE:** 6/30/21 2:51 PM  
**SOURCE:** Website  
**NAME:** Rob Reinfurt

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**COMMENT:**

I would love to comment, but would love more details before making any suggestions.

1. What is the estimated travel time from La Caille to Snowbird and La Caille to Alta? **(32.2.6.5O)**
2. How many people can it transport per hour? **(32.2.6.5N)**
3. What are the proposed hours of operation? **(32.2.6.5F)**
4. Are there any additional stops to accomodate summer and winter recreationaists at climbing destinations, popular trailheads, tanners campground, etc? **(32.2.6.5G)**

Thanks,  
Rob



**COMMENT #:** 1649  
**DATE:** 6/30/21 2:59 PM  
**SOURCE:** Website  
**NAME:** Roger Siefert

---

**COMMENT:**

I think this gondola option is fabulous. It should have less of an environmental impact than adding buses. Also, road closures due to snow will not prevent skiers from getting to the mountain. It should provide additional revenue in the off season as summer visitors will want to take the scenic ride. I strongly support this option. **(32.2.9D)**

**COMMENT #:** 1650  
**DATE:** 6/30/21 3:02 PM  
**SOURCE:** Website  
**NAME:** Darla Stevenson

---

**COMMENT:**

Please approve the gondola option as a way to transport people up the canyon and preserve it for future use. **(32.2.9D)**

**COMMENT #:** 1651  
**DATE:** 6/30/21 3:03 PM  
**SOURCE:** Website  
**NAME:** Courtney Brown

---

**COMMENT:**

I think that the gondola is a better long term solution for the canyon. I also think it matters that it doesn't rely on more fuel burning vehicles for transportation. **(32.2.9D)**

**COMMENT #:** 1652  
**DATE:** 6/30/21 3:03 PM  
**SOURCE:** Website  
**NAME:** Bobby Boone

---

**COMMENT:**

I think give the buses I try! Why not try that before diving into a gondola? **(32.2.9A)**

**COMMENT #:** 1653  
**DATE:** 6/30/21 3:14 PM  
**SOURCE:** Website  
**NAME:** Emily Endicott

---

**COMMENT:**

I am in support of this gondola for numerous reasons. It would not only make for an easy and sustainable form of transportation, it would also allow for everyone to be able to see the beauty of the canyons - nobody has to drive and focus on the road. You can just sit and look out the windows. If the gondola was easily accessible and didn't cost too much to ride, I would never drive up the canyon again. **(32.2.9D)**

To make this option more viable, if this is not in the plan already, the project should consider making a large parking lot on the outside of the canyon so that people could drive there, park, and then ride the gondola. I live too far away to walk or Uber/Lyft there, and taking public transportation with ski gear is a nightmare during ski season, so I would have to drive to the canyon in my car before taking the gondola. **(32.2.6.2.1C)**

**COMMENT #:** 1654  
**DATE:** 6/30/21 3:20 PM  
**SOURCE:** Website  
**NAME:** Paul O. Allen

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**COMMENT:**

As a season pass holder at Snowbird for many years, I have seen the traffic problem going up Little Cottonwood Canyon first hand. Most days there is not a traffic problem - by most days I mean at least 90% of the time. **(32.1.4D)** On the real difficult traffic days it takes over an hour to get up the canyon. Otherwise it takes me 10 minutes to drive up the canyon

I agree that the road should be improved and that avalanche barriers would make a big difference. On the bad traffic days it would be helpful to have improved bus service and improved road conditions. **(32.2.9B)**

I think option one is the best and least costly option to improve public access to Alta and Snowbird. But, I don't agree that it will be necessary to require the public to use the bus every day. On days when there is not a traffic problem why make everyone use the bus???? **(32.2.4A)**

Option two - build a gondola - seems very expensive, would take over an hour to go up the canyon and an additional hour to return. That seems like a very bad idea.

Thanks for all the effort you are doing to improve access to Little Canyon Canyon.

Paul Allen

**COMMENT #:** 1655  
**DATE:** 6/30/21 3:21 PM  
**SOURCE:** Website  
**NAME:** Paul Huber

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**COMMENT:**

There is a stigma about riding the bus. It starts when you're a little kid and you have to ride the bus to school and then the day comes when you turn 16 and buy your first automobile and use your lunch money to put gas in your new car so you don't have to ride the bus. The gondola will not have that stigma that the bus is in Little Cottonwood Canyon. More people ride the gondola than buses naturally; they don't feel punished using mass transit. **(32.2.9D)**

**COMMENT #:** 1656  
**DATE:** 6/30/21 3:25 PM  
**SOURCE:** Website  
**NAME:** Jim Lloyd

---

**COMMENT:**

I am in favor of the gondola option because it will not be affected by weather conditions and road closures (32.2.9D).



**COMMENT #:** 1657  
**DATE:** 6/30/21 3:27 PM  
**SOURCE:** Website  
**NAME:** Rick Shrader

---

**COMMENT:**

I support the Gondola up little cottonwood as a long-term winning solution to growing congestion up the canyon **(32.2.9D)**

**COMMENT #:** 1658  
**DATE:** 6/30/21 3:27 PM  
**SOURCE:** Website  
**NAME:** Jack Ballash

---

**COMMENT:**

I'm in favor of the widening of the canyon road. **(32.2.9B)** The gondola is money making scam and not a real solution. Bus makes sense has the best user experience and has actual usable mobility hubs

**COMMENT #:** 1659  
**DATE:** 6/30/21 3:30 PM  
**SOURCE:** Website  
**NAME:** Michael Frogge

---

**COMMENT:**

I support the gondola. (32.2.9D)

**COMMENT #:** 1660  
**DATE:** 6/30/21 3:34 PM  
**SOURCE:** Website  
**NAME:** John Jameson

---

**COMMENT:**

It makes sense to put in a gondola. **(32.2.9D)** It makes no sense to increase bus coverage as the transportation issues happen when the road is closed in the morning for avalanche control work in the canyon. In addition, in times of extreme weather events like the Feb 2021 storm, the gondola would provide egress from the canyon when the road is unusable/unsafe. The general road construction is fundamentally flawed (should be on the south side of the canyon not the north) and reliance on it is short sighted. **(32.2.9C)**

**COMMENT #:** 1661  
**DATE:** 6/30/21 3:35 PM  
**SOURCE:** Website  
**NAME:** William D Newmark

---

**COMMENT:**

I definitely prefer the enhanced bus service during peak hours. (32.2.9A)

**COMMENT #:** 1662  
**DATE:** 6/30/21 3:36 PM  
**SOURCE:** Website  
**NAME:** Peter Peterson

---

**COMMENT:**

I think the gondola is the way to go, get a permanent solution in place! **(32.2.9D)**

**COMMENT #:** 1663  
**DATE:** 6/30/21 3:37 PM  
**SOURCE:** Website  
**NAME:** Stacy Anderson

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**COMMENT:**

Gondola (32.2.9D)

**COMMENT #:** 1664  
**DATE:** 6/30/21 3:47 PM  
**SOURCE:** Website  
**NAME:** Ashley Scharff

---

**COMMENT:**

As a local resident, I think this is a great, reliable solution to the growing traffic and parking issues in LCC. **(32.29D)**



**COMMENT #:** 1665  
**DATE:** 6/30/21 3:49 PM  
**SOURCE:** Website  
**NAME:** Jared Fox

---

**COMMENT:**

As a local resident, I think the Little Cottonwood Gondola will will be a great solution to help combat the increase in population and continued avalanche delays. **(32.2.9D)**

**COMMENT #:** 1666  
**DATE:** 6/30/21 4:02 PM  
**SOURCE:** Website  
**NAME:** Josh Hunter

---

**COMMENT:**

No road expansion **(32.2.9C)**

**COMMENT #:** 1667  
**DATE:** 6/30/21 4:11 PM  
**SOURCE:** Website  
**NAME:** Nancy Carlson-Gotts

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**COMMENT:**

While the gondola and busses sound good, somehow people (traffic) still has to get to the mouth of the canyon. I am terrified to think I would be stuck up the canyon because of avalanche, fire, traffic wrecks, etc. PLEASE consider a route on the back side - like a gondola to get us out of the canyon !! **(32.2.2N)**

**COMMENT #:** 1668  
**DATE:** 6/30/21 4:15 PM  
**SOURCE:** Website  
**NAME:** Nathan White

---

**COMMENT:**

Either have a toll booth and/or limit the number of vehicles allowed in the canyon. More enforcement of parking regulations. These are by far the most economical from a cost perspective. **(32.24A)** Absolutely NO to a gondola! What a boondoggle and disaster that would be!! **(32.2.9E)**

**COMMENT #:** 1669  
**DATE:** 6/30/21 4:17 PM  
**SOURCE:** Website  
**NAME:** Alanna Wasserman

---

**COMMENT:**

Build the gondola! End fossil fuel dominance and build safer transit **(32.2.9D)**

**COMMENT #:** 1670  
**DATE:** 6/30/21 4:18 PM  
**SOURCE:** Website  
**NAME:** Tressa Spigarelli

---

**COMMENT:**

I like the gondola option as I hate driving the canyon. It's unpredictable in the winter. I hike in the summer and even then parking at trailheads is so hard to find during certain times. The idea of riding a gondola without having to worry about parking or driving conditions is great. **(32.2.9D and 32.2.6.5G)**

**COMMENT #:** 1671  
**DATE:** 6/30/21 4:19 PM  
**SOURCE:** Website  
**NAME:** Mary Gilchrist

---

**COMMENT:**

Gondola is a less impactful solution in the long run and would promote tourism not only for those who love to ski but also those who enjoy breath taking views. **(32.2.9D)**

**COMMENT #:** 1672  
**DATE:** 6/30/21 4:20 PM  
**SOURCE:** Website  
**NAME:** Kelly Nolan

---

**COMMENT:**

I strongly oppose a gondola. **(32.2.9E)** This also does nothing to relieve the increased congestion in BCC. **(32.1.1A)**



**COMMENT #:** 1673  
**DATE:** 6/30/21 4:25 PM  
**SOURCE:** Website  
**NAME:** Lori Reichard

---

**COMMENT:**

Not psyched about 1,000 people per hour going up the canyon without a capacity study. I've seen nothing that shows we studied the ramifications of that. Shouldn't we do that first? **(32.20B, 32.20A, and 32.20C)**

That having been said, I would prefer just to add toll to LCC. But I know that's not one of the options so I vote for the bus option over the gondola. **(32.2.4A and 32.2.9A)**

**COMMENT #:** 1674  
**DATE:** 6/30/21 4:26 PM  
**SOURCE:** Website  
**NAME:** Dona Staples

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**COMMENT:**

I think this is a great project. It's about time to do something about the traffic in Little Cottonwood Canyon. Anything that will help with emissions and lessen accidents on slick roads is worth doing.  
**(32.29D)**

**COMMENT #:** 1675  
**DATE:** 6/30/21 4:33 PM  
**SOURCE:** Website  
**NAME:** Nathan Rafferty

---

**COMMENT:**

I prefer the GONDOLA solution. Clean, efficient and RELIABLE. Time to stop kicking the can down the road on this problem and implement a LONG-TERM solution. Thank you for all your hard work on this matter. **(32.2.9D)**

**COMMENT #:** 1676  
**DATE:** 6/30/21 4:35 PM  
**SOURCE:** Website  
**NAME:** Rich Sherman

---

**COMMENT:**

GONDOLA without question. Buses are a backward step **(32.2.9D)**

**COMMENT #:** 1677  
**DATE:** 6/30/21 4:36 PM  
**SOURCE:** Website  
**NAME:** John Pickford

---

**COMMENT:**

Yes for the Gondola. Much better, much cleaner, no closures for avalanches. Yes for the Gondola option. **(32.2.9D)**

**COMMENT #:** 1678  
**DATE:** 6/30/21 4:37 PM  
**SOURCE:** Website  
**NAME:** Kirk Hietpas

---

**COMMENT:**

I oppose a gondola up any of the canyons around SLC. **(32.2.9E)** I believe it would be an eyesore that takes away from the beauty of the canyon, and favors ski resort skiers over all other recreational users. **(32.17A and 32.7C)**

**COMMENT #:** 1679  
**DATE:** 6/30/21 4:37 PM  
**SOURCE:** Website  
**NAME:** Mauro Romualdo

---

**COMMENT:**

I think the gondola is the best idea. (32.2.9D)

**COMMENT #:** 1680  
**DATE:** 6/30/21 4:38 PM  
**SOURCE:** Website  
**NAME:** Karen Willis

---

**COMMENT:**

I just wanted to express my opinion that the gondola proposal is the best option. I have traveled to Switzerland and they have great transportation that helps keep the environment safe. The buses would have to widen the road which would take away from the beauty, we would have to spend more in purchasing additional buses, drivers, etc. The constant parade of buses would be very disruptive.

**(32.17B and 32.2.9D)**

Thanks,



**COMMENT #:** 1681  
**DATE:** 6/30/21 4:40 PM  
**SOURCE:** Website  
**NAME:** Pete Griffen

---

**COMMENT:**

There is no mention of impact to 9400 S., SR209. east of the proposed mobility hub at Highland. The current traffic is as bad as Wasatch Blvd. Have you done an EIS on it? **(32.7E)**

**COMMENT #:** 1682  
**DATE:** 6/30/21 4:49 PM  
**SOURCE:** Website  
**NAME:** Bob Barr

---

**COMMENT:**

I believe that the gondola is long term the best answer,both environmentally and use wise. **(32.2.9D)** the lane and bus option I only see as effective if either restrictions on personal cars or heavy financial inducements ( sliding scale tolls, more occupants less toll) are enacted along with it. summer and winter. **(32.2.4A)**

**COMMENT #:** 1683  
**DATE:** 6/30/21 4:51 PM  
**SOURCE:** Website  
**NAME:** Susannah Anders

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**COMMENT:**

Hi I am a concerned citizen and climber. I read the impact report for little cottonwood canyon and this greatly impacts my community. These boulders are unique and not like others found around the country. We are lucky to have anything like this in our backyard and to see them get taken away would be deviating for climbing access. Last year during the pandemic, little cottonwood was one of the few places that felt daft but also allowed me to practice my sport. I hope you will consider the impact that these changes will have on our community **(32.4A and 32.4B)**

**COMMENT #:** 1684  
**DATE:** 6/30/21 4:51 PM  
**SOURCE:** Website  
**NAME:** Mike Newberry

---

**COMMENT:**

No to the gondola. **(32.2.9E)** Increased bus travel is a better idea. But doing nothing is even better-it's natural crowd control. We don't need to put more people on the mountain faster- **(32.2.9G)**

**COMMENT #:** 1685  
**DATE:** 6/30/21 4:54 PM  
**SOURCE:** Email  
**NAME:** Diana Brixner

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**COMMENT:**

How about decreasing volume by removing Snowbird from the IKON pass, there is no economic benefit of all the additional traffic IKON pass users bring to LC, what? The beer and food they consume, they pay nothing for tickets. To spend this kind of money for expansion, when all you need to do is eliminate the IKON pass is an utter waste of money. **(32.2.2K)**

Also what happened to using the rail system that already exists to put in a train? **(32.2.9F)**

**COMMENT #:** 1686  
**DATE:** 6/30/21 4:58 PM  
**SOURCE:** Website  
**NAME:** Jack Gambassi

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**COMMENT:**

I am concerned about resorts taking advantage of the gondola system and charging extreme prices for a ride. **(32.2.4A)** I strongly prefer the bus alternative handled by UDOT which is more accessible to a wider range of people **(32.2.9B)**

**COMMENT #:** 1687  
**DATE:** 6/30/21 4:59 PM  
**SOURCE:** Website  
**NAME:** Matthew Rocha

---

**COMMENT:**

Regardless of which alternative becomes reality I feel service should continue till later in the evening allowing for some people to remain up the canyon to enjoy a meal or drinks while the rush of people at peak times head down. **(32.2.6.3K and 32.2.6.5F)**

**COMMENT #:** 1688  
**DATE:** 6/30/21 5:00 PM  
**SOURCE:** Website  
**NAME:** John Dubock

---

**COMMENT:**

I've volunteered at Snowbird for 14yrs. Ground zero, greeting guests in then the rush out. Buses were fine til UTA lost the battle, 70k cars give skiers total control, hang the cost. Buses are simple, flexible and fast. I ride fr the 9400 'church' to Snowbird mid day in 16 mins. I drove this year due to Covid, wow, forget that bus! Half the year no one is really at the resorts, so a gondola is a giant waste of money and yet another cluster point. Limit skiers, charge a toll, as the season gets shorter each year. **(32.2.4A)** I've wrestled with up to 300 skiers in the Portico at 4-6pm, and the 'new IKON skier" is utterly lost, just sampling the resorts, not loyal, will pay for \$30 valet parking. 32 in a gondola is a noisy mess. **(32.29D)**



**COMMENT #:** 1689  
**DATE:** 6/30/21 5:02 PM  
**SOURCE:** Website  
**NAME:** Garrett Gorsch

---

**COMMENT:**

I think this is a good idea! (32.29D)

**COMMENT #:** 1690  
**DATE:** 6/30/21 5:02 PM  
**SOURCE:** Website  
**NAME:** Darin Piccoli

---

**COMMENT:**

this looks promising, what is the comparison to amount of spots up there, 1800 at base, can people still drive? **(32.2.4A)**

**COMMENT #:** 1691  
**DATE:** 6/30/21 5:03 PM  
**SOURCE:** Website  
**NAME:** Mark Borba

---

**COMMENT:**

The issue that's not being addressed by those in favor of a gondola is this. Gondolas don't hang from nowhere, they are supported by structures, and those structures are in the 60+ avi paths found in the canyon. Just like in ski resorts when there is a inbound avi, before they can reopen lifts the support structures need to be inspected for damage. The same will occur with a gondola, once there is a slide they will need to shut it down and reinspect for support structure damage before they can turn it back on. That means digging a path to the structure so an engineer can get to it to do his visual and look for damage. **(32.2.6.5K)**

**COMMENT #:** 1692  
**DATE:** 6/30/21 5:04 PM  
**SOURCE:** Website  
**NAME:** Lisa Schwartz

---

**COMMENT:**

gondola please - buses cause pollution and have issues in bad weather **(32.29D)**

**COMMENT #:** 1693  
**DATE:** 6/30/21 5:05 PM  
**SOURCE:** Website  
**NAME:** Amiko Uchida

---

**COMMENT:**

I support the gondola if it can be done in a sustainable way with minimal invasion of the cottonwood canyon infrastructure. It seems this is more likely than widening the road **(32.29D)**.

**COMMENT #:** 1694  
**DATE:** 6/30/21 5:06 PM  
**SOURCE:** Website  
**NAME:** Marnel Terry

---

**COMMENT:**

Hello- Thank you for allowing us to submit comments. I understand it is a situation that needs to be addressed and it is complicated. I am not in favor of a gondola system. **(32.2.9D)** I think there needs to be an increase in energy efficient buses and an incentive to use it. **(32.2.9A and 32.2.4A)**

**COMMENT #:** 1695  
**DATE:** 6/30/21 5:08 PM  
**SOURCE:** Website  
**NAME:** Kent Williams

---

**COMMENT:**

I support the proposal for a gondola! I think it is a more viable long term solution. **(32.29D)**

**COMMENT #:** 1696  
**DATE:** 6/30/21 5:09 PM  
**SOURCE:** Website  
**NAME:** Christopher Koffel

---

**COMMENT:**

As a new Utahn who came out here for the skiing, this project seems like the most efficient and safe transportation method to the resorts. It will ease car congestion in the canyon, and reduce the environmental impact. **(32.29D)**



**COMMENT #:** 1697  
**DATE:** 6/30/21 5:12 PM  
**SOURCE:** Website  
**NAME:** Max Jarvie

---

**COMMENT:**

I believe the best alternative is the gondola. It will eliminate tons of cars traveling through little cottonwood, wherefore reducing the emissions and pollution in our air. **(32.2.9D and 32.210A)** I completely understand how for some people a giant gondola might not be the first thing they want to see when driving up this beautiful canyon, **(32.17A)** but I do believe the gondola is the best way to help with parking, our safety on the roads, and our air quality.

**COMMENT #:** 1698  
**DATE:** 6/30/21 5:13 PM  
**SOURCE:** Website  
**NAME:** Brad Rickards

---

**COMMENT:**

Choices of top three

1. Gondola from La Caille, why- because it offers greatest flexibility for handling crowds and it keeps the canyon clear of vehicles only if it becomes the choice of skiers. It can't be a \$40 pass but should be built into all pass rates. Traffic should be limited to residents of canyon with some day pass use fit climbers, bicyclers, etc . This option keeps drivers away from mouth of canyon **(32.2.9D, 32.2.4A, and 32.2.6.5G)**
2. Gondola from LCPR for same reasons but less preferred because of long lines into mouth of canyon
3. Expand to three lanes with middle lane as bus only flex up in morning and buss only flex down in afternoon- if possible **(32.2.2D)**
4. Least preference is cog rail because I can only visualize a long wait for the rail to cycle

**COMMENT #:** 1699  
**DATE:** 6/30/21 5:13 PM  
**SOURCE:** Website  
**NAME:** Katharina Schmitz

---

**COMMENT:**

I am strongly in favor of the gondola solution as it will provide a reliable long-term solution for LCC. The gondola will eliminate the need for additional vehicles and pavement and will provide a comfortable and safe ride up the mountain. **(32.2.9D)**

**COMMENT #:** 1700  
**DATE:** 6/30/21 5:15 PM  
**SOURCE:** Website  
**NAME:** Bruce Sherman

---

**COMMENT:**

You gotta make those buses side/loading and no seats to speed things up!!! (32.2.6.3L)

**COMMENT #:** 1701  
**DATE:** 6/30/21 5:20 PM  
**SOURCE:** Website  
**NAME:** Gregg Nielseb

---

**COMMENT:**

We strongly are in favor of the gondola concept as opposed to extra lanes of traffic and higher frequency of traffic up-and-down the Canyon. This concept also favors year round Access to the resorts without having to close the Canyon due to road hazard situations! **(32.2.9D)**

**COMMENT #:** 1702  
**DATE:** 6/30/21 5:23 PM  
**SOURCE:** Website  
**NAME:** Alex Lee

---

**COMMENT:**

I support the gondolas option **(32.2.9D)**

**COMMENT #:** 1703  
**DATE:** 6/30/21 5:23 PM  
**SOURCE:** Website  
**NAME:** Chris Pearson

---

**COMMENT:**

I prefer the gondola option. Thank you! (32.2.9D)

**COMMENT #:** 1704  
**DATE:** 6/30/21 5:25 PM  
**SOURCE:** Website  
**NAME:** David Kizer

---

**COMMENT:**

I do not feel that the Gondola option services multiple uses of LCC. The Gondola is focused on bringing users to the base of ski resorts but does not stop at any of the backcountry access points. I do not feel this is a good option. **(32.2.9E)**



**COMMENT #:** 1705  
**DATE:** 6/30/21 5:26 PM  
**SOURCE:** Website  
**NAME:** Sophie Librett

---

**COMMENT:**

Gondola (32.2.9D)

**COMMENT #:** 1706  
**DATE:** 6/30/21 5:27 PM  
**SOURCE:** Website  
**NAME:** Jeremy Crowther

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**COMMENT:**

UDOT needs to scrap the road widening ideas for Little Cottonwood Canyon, and support this gondola (32.2.9D).

**COMMENT #:** 1707  
**DATE:** 6/30/21 5:28 PM  
**SOURCE:** Website  
**NAME:** Denice Hyer

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**COMMENT:**

I prefer the bus option. **(32.2.9A)** I love the visual of the gondola but do not think the taxpayers should foot the bill for such an expensive option. The ski resorts should be paying for a good portion of it. **(32.2.7A)** I also am concerned at the cost per person to ride the gondola once it is constructed and the increased traffic at the mouth of the canyon to park at La Caille. **(32.2.4A and 32.2.6.5E)**

**COMMENT #:** 1708  
**DATE:** 6/30/21 5:34 PM  
**SOURCE:** Website  
**NAME:** Jordan Dursa

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**COMMENT:**

I think a gondola would be awesome!! It is a step in the right direction for efficient mobility and clean energy for public transportation. It will be more reliable in avalanches and traffic scenarios. And also a nice way to help the tourism economy by showing a new point of view of the LCC. I am in support of the gondola project and think that Salt Lake valley can join the large number of urban cities worldwide realizing cable transportation as a clean, fast, and efficient mode of transport. Go Gondola!! **(32.2.9D)**

**COMMENT #:** 1709  
**DATE:** 6/30/21 5:36 PM  
**SOURCE:** Website  
**NAME:** Kait Gatchel

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**COMMENT:**

Hi! I believe a gondola would be the best option for Little Cottonwood Canyon. The gondola would be significantly better for the environment than busses- not to mention, significantly more fun!!! **(32.2.9D)**

**COMMENT #:** 1710  
**DATE:** 6/30/21 5:37 PM  
**SOURCE:** Website  
**NAME:** Gaven Schlosser

---

**COMMENT:**

Hello, I support the gondola vs bus because of how much more effective flying through the air is than ensuring the ground is safe from all 64 avi paths **(32.2.9D)**

**COMMENT #:** 1711  
**DATE:** 6/30/21 5:38 PM  
**SOURCE:** Website  
**NAME:** MeriKay Reynolds

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**COMMENT:**

I think the Gondola would be an incredible asset to LCC. I am 100% behind the idea. (32.2.9D)

**COMMENT #:** 1712  
**DATE:** 6/30/21 5:39 PM  
**SOURCE:** Website  
**NAME:** Martin Cole

---

**COMMENT:**

gondola is better option over busses (32.2.9D)



**COMMENT #:** 1713  
**DATE:** 6/30/21 5:41 PM  
**SOURCE:** Website  
**NAME:** Taylor Gunn

---

**COMMENT:**

Yeah, do it. (32.29D)

**COMMENT #:** 1714  
**DATE:** 6/30/21 5:41 PM  
**SOURCE:** Website  
**NAME:** Debbie Bell

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**COMMENT:**

enhanced bus is my choice **(32.2.9A)**

**COMMENT #:** 1715  
**DATE:** 6/30/21 5:49 PM  
**SOURCE:** Website  
**NAME:** Mark Edlund

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**COMMENT:**

There are less than 30 days of bad traffic per year. **(32.1.4D)** How much will this get used the other 335 days of the year. Seems like way too much of a project for such a small percentage of days that this MAYBE will be used. I'd rather go up at noon or stay home. Those are the best options if you want to avoid traffic. **(32.1.2B and 32.2.4A)**

**COMMENT #:** 1716  
**DATE:** 6/30/21 5:51 PM  
**SOURCE:** Website  
**NAME:** L Nguyen

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**COMMENT:**

To Whom It May Concern,

Of the five alternative solutions, two remains ,Ä Enhanced Bus with roadway widening, and Gondola. To have a holistic approach, let's review why the other three were scrapped. Given that air quality, noise impact, water quality standards, and relocation facts are all the same across all options, the variables to consider are travel time, backup distance, visual change, capital costs, and ongoing maintenance (O&M) costs.

Starting with the Cog Rail option, this was likely scrapped because of the \$1.106B capital cost and \$9.2M ongoing costs, but despite these high ticket items, this alternative does not boast impressive facts. The Cog Rail would have only reduced the backup distance between SR 209 and SR 210 by 3400 feet, caused medium visual changes, and improve the travel time to 43 minutes at best (45 if taking the bus to the base station).

The Enhanced Bus with no roadway option provided the longest reduction in back up distance of 5575 feet for both SR 209 and SR 210, provided low visual changes, and albeit ongoing maintenance costs were estimated at \$14M, this solution yielded the lowest capital cost overall at \$355M. Presumptively, this alternative was scrapped because at 46 minutes, the per person travel time improvement was unsubstantial.

The Gondola A option was scrapped because it would have provided only 3400 feet reduction in vehicle backup distance, cause high visual change effects, incur \$592M capital costs, and even higher ongoing maintenance costs of \$10.6M, with the same unsubstantial mobility duration of 46 minutes. So that leaves the remaining two alternatives A Enhanced Bus with road widening, and Gondola B. Let's review Gondola B. The capital cost is \$592M, a little more than half of what the Gondola B option would have costed, but the ongoing maintenance costs is \$10.6M, but at what concessions? A grotesque visual change to the natural beauty that is Little Cottonwood, and an insignificant improvement to the travel time. **(32.17A)** In fact, the travel time improved to 43 minutes at best, or 45 minutes if taking the bus to the base station. Isn't this the same inconsequential travel time as the Gondola A option? This alternative provides, at best, three minutes less than the Enhanced Bus with no road widening option, which required even less capital costs. So one must ask, why is this alternative solution even being considered when it does not provide a solution to the mobility problem? In other words, if the Gondola B option does not improve the average travel time, why is it even on the table for discussion? **(32.2.9D)**

With the Enhance Bus with roadway widening, the mobility duration is reduced to 37 minutes! This option provides the most reduction in travel time. It requires \$510M in capital costs, second to only the Enhanced Bus with no additional roadway option. The O&M cost is \$11M, likely to decrease over time as technology advances. Moreover, it provides medium visual change, a step up from the Gondola B option. **(32.2.9B and 32.17B)**

One can argue that costs for both of the final options will equalize after thirty years, but where will we be in thirty years with our technological advances. If we review the last thirty years and recognize the advances in transportation, we can safely assume that our technological growth for transportation thirty years from now. Simply put, we didn't have electric cars, let alone electric busses thirty years ago, so where do we see ourselves thirty years from now? Perhaps our transportation advances will improve

exponentially, such that we can actually implement permanent structures that can serve all three needs of safety, mobility and reliability. At the very least, perhaps our transportation vehicles will be so efficient, require less O&M costs, and the low visual change effect of simply widening the road is all we ever needed. **(32.29L)**

The decision made today could very well be the Gondola B option, the option that serves no mobility purpose, and thirty years from now, we will have the archaic structure of the gondola as a stark reminder of a solution that was anything but, rather, the pinnacle of failures in critical thinking and logic.

Thank you,

L Nguyen

**COMMENT #:** 1717  
**DATE:** 6/30/21 5:56 PM  
**SOURCE:** Website  
**NAME:** Jacob Turnbull

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**COMMENT:**

I am against any gondola. **(32.2.9E)** Any transportation solution in the cottonwoods should be primarily ground based. The enhanced bus is the best option for scalability and use of electric vehicles in the future. **(32.2.9B)** The gondola is heavily supported by the resorts because it benefits them and only them. A enhanced bus service will help the entire community and actually provide faster travel times. Public transit should not come at great cost in order to assure equitable access to the outdoor spaces we all need. The road should never be a toll road. **(32.2.4A and 32.5A)** It never should be of cost to get into the great outdoors. A bus service is obviously the least impactful and most equitable way to enhance transportation in the canyons.

**COMMENT #:** 1718  
**DATE:** 6/30/21 5:58 PM  
**SOURCE:** Website  
**NAME:** Parker Reber

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**COMMENT:**

I support the gondola **(32.2.9D)**

**COMMENT #:** 1719  
**DATE:** 6/30/21 6:00 PM  
**SOURCE:** Website  
**NAME:** Nathaniel Halstrom

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**COMMENT:**

I am fully in support of the gondola project. We need to preserve nature as much as possible While still making forward progress with infrastructure. **(32.2.9D)**



**COMMENT #:** 1720  
**DATE:** 6/30/21 6:10 PM  
**SOURCE:** Website  
**NAME:** Ed Davies

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**COMMENT:**

Complete support for the gondola. Less environmental impact **(32.2.9D)**

**COMMENT #:** 1721  
**DATE:** 6/30/21 6:11 PM  
**SOURCE:** Website  
**NAME:** Nathan Hansen

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**COMMENT:**

I am opposed to the gondola idea for several reasons:

1. The towers and lines will detract from the natural beauty of the canyon. **(32.17A)**
2. Increasing the number of people that can get into the canyon quickly will detract from the experience at the resorts and backcountry. Lines will inevitably become monstrously long. **(32.20C)**
3. From what has been released, the gondola won't run during the summer and therefore doesn't help with summertime traffic and congestion at trailheads. **(32.2.6.5E and 32.2.6.5G)**
4. Multiple applications benefit from an expanded roadway - buses, cyclists in the summer, etc. **(32.2.9B)**

Thank you for taking the time to hear from the public. We have been using the canyon by road for a very long time and rushing to install this gondola is the wrong thing to do.

**COMMENT #:** 1722  
**DATE:** 6/30/21 6:15 PM  
**SOURCE:** Website  
**NAME:** Jun Lin

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**COMMENT:**

The gondola proposal will bring convenience and benefits to skiers and to reduce driving hassle especially during winter times as well as providing pollution-free environment from less vehicles driving.  
**(32.2.9D)**

**COMMENT #:** 1723  
**DATE:** 6/30/21 6:17 PM  
**SOURCE:** Website  
**NAME:** Scott Sabey

---

**COMMENT:**

The Gondola is the best choice. Let's follow the working and loved models used in the Alps. It will also tie in well with Sandy's "Base Camp" and "Cairns" concepts. **(32.2.9D)**

**COMMENT #:** 1724  
**DATE:** 6/30/21 6:21 PM  
**SOURCE:** Website  
**NAME:** James Watts

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**COMMENT:**

I am very much in support of the gondola option. I live in Canyon Cove on Wasatch Boulevard and the amount of traffic flows into UTA Park and ride overflows into Wasatch and creates a substantial public safety issue. **(32.2.9D)**

**COMMENT #:** 1725  
**DATE:** 6/30/21 6:28 PM  
**SOURCE:** Website  
**NAME:** David Bohnet

---

**COMMENT:**

Less traffic, less roads, I love our mountains please support less construction. (32.29D)

**COMMENT #:** 1726  
**DATE:** 6/30/21 6:30 PM  
**SOURCE:** Website  
**NAME:** Nancy McCormick

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**COMMENT:**

I think a gondola is too invasive and too expensive. Buses only during ski season seems like a better solution. **(32.2.9A)**

**COMMENT #:** 1727  
**DATE:** 6/30/21 6:32 PM  
**SOURCE:** Website  
**NAME:** Kathy Loritz

---

**COMMENT:**

My Husband. and I are all for the Gondola System. A plus for the environment in the long way. Also more ski days. Safe transportation, during big snow storms. **(32.2.9D)**



**COMMENT #:** 1728  
**DATE:** 6/30/21 6:35 PM  
**SOURCE:** Website  
**NAME:** Jared Holindrake

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**COMMENT:**

Please build the gondola **(32.2.9D)**

**COMMENT #:** 1729  
**DATE:** 6/30/21 6:35 PM  
**SOURCE:** Website  
**NAME:** Gerald Fede

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**COMMENT:**

The gondola alternative is the best option **(32.2.9D)**

**COMMENT #:** 1730  
**DATE:** 6/30/21 6:47 PM  
**SOURCE:** Website  
**NAME:** Kelvin Gates

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**COMMENT:**

I think this is an easy yes. All other options are a short term solution to a long term problem. This is a solution that will last. Not only will it solve the issues with our canyon roads, but turns every trip up the canyon into a special experience. No other option addresses and solves avalanche risks anywhere near as well as the Gondola plan. **(32.2.9D)**

**COMMENT #:** 1731  
**DATE:** 6/30/21 6:49 PM  
**SOURCE:** Website  
**NAME:** Ginger Cannon

---

**COMMENT:**

I am adamantly opposed against gondolas in the canyon. **(32.2.9E)**. This alternative is not a sustainable as BRT and is a ridiculous option for this area. I will out my body in the way of any contractor that attempts to destroy the canyon in this ridiculous manner. I will do all in my power to marshall every connection i have to make sure this doesn't happen in our canyons. It's preposterous and a genuine reflection of the idiocy of state legislature leadership. **(32.2.9E)**

**COMMENT #:** 1732  
**DATE:** 6/30/21 6:50 PM  
**SOURCE:** Website  
**NAME:** Thibaut Mounier

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**COMMENT:**

Only the enhanced bus system provides equity access for all users year round. I am against the gondola that only benefits skiers in winter. **(32.2.9A, 32.2.6.3C, and 32.2.9E)**

**COMMENT #:** 1733  
**DATE:** 6/30/21 7:04 PM  
**SOURCE:** Website  
**NAME:** Gillian Rudow

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**COMMENT:**

I recently moved to Sandy and live off Little Cottonwood, and support building the Gondola. **(32.2.9D)**

**COMMENT #:** 1734  
**DATE:** 6/30/21 7:08 PM  
**SOURCE:** Website  
**NAME:** Greg Conway

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**COMMENT:**

I enthusiastically support the gondola concept and am happy to help to fight for approval or implementation if there is a need for volunteer supporters **(32.2.9D)**

**COMMENT #:** 1735  
**DATE:** 6/30/21 7:12 PM  
**SOURCE:** Website  
**NAME:** Kate Ockene

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**COMMENT:**

Please consider the gondolas. It will make the trip up the canyon an event to enjoy! **(32.2.9D)**



**COMMENT #:** 1736  
**DATE:** 6/30/21 7:17 PM  
**SOURCE:** Website  
**NAME:** James Kissell

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**COMMENT:**

First, thank you for allowing the public to comment on these options.

Second, I'm a frequent skier at Snowbird and Alta and a Utah resident.

Third, I disagree with both of these options. I do not believe UDOT has done enough diligence to spend \$500M+ on either of these projects.

Before spending \$500M, I would like to see a combination of the following, much-less-expensive solutions tested first:

Reservations and Tolling - UDOT should limit the number of vehicles in the canyon and create a reservation system. UDOT should create the right incentives and rules to prevent hoarding reservations and no-shows. While not a popular option for the resorts, fewer cars in the canyon would increase safety and decrease congestion. **(32.2.2K and 32.2.4A)**

4x4 Enforcement - Stronger enforcement of 4x4 requirements on snow days should be implemented. The flashing lights do not stop people from driving unsafe cars in the canyon. Law enforcement should be regulating this. I have never seen law enforcement regulate this and it needs to happen. **(32.2.2M)**

Signage - Increased signage in the canyon indicating speed, difficult turns, etc. Potentially even speed cameras. **(32.2.29J)**

Chain Up Areas - Unlike Donner Pass on I-80 in California, LCC has limited safe areas to chain up. Drivers do not chain up at the bottom because there is often no snow at the bottom of the canyon and drivers don't want to drive with chains if there is no snow. Chain up areas should be created throughout the canyon in common areas where they are needed. Too often, I see cars pulled over in dangerous areas in the canyon to chain up. This creates friction, increases traffic congestion, and increases risks for more accidents and slide outs. UDOT should make it more convenient to chain up. **(32.2.29K)**

Preferred Bus Access Times - On peak days, the canyon should be closed until 11am to private vehicles and only open to buses. This creates a strong incentive to use public transportation on powder days when there is peak traffic. **(32.2.2B)**

Express Buses - Create express buses that only go to Alta or Snowbird. Try this before widening the road. **(32.2.9A)**

Free Bus Rides - Make the buses free and more convenient. **(32.2.4A)**

Paid Parking - Make Snowbird and Alta charge for parking. **(32.2.2F)**

These are much cheaper solutions with much less impact on the environment. I would be comfortable supporting more expensive options once less expensive options like these were first tried, tested, and learned from.

My concerns with the gondola and bus options are:

Utilization - There are only a handful of days each season where solutions such as the gondola and the bus expansion are needed. **(32.1.4D)** The gondola specifically will have super low utilization throughout the year. Discrimination - The gondola only benefits Alta and Snowbird customers. The bus provides more canyon access. **(32.2.4A and 32.2.6.3C)**

Cost - The cost is outrageous. I'm baffled that UDOT is even considering a project of this cost that only benefits a few rich people a few times a year. Additionally, neither Alta or Snowbird are paying for this and they benefit the most from it. Utah taxpayers should not pay for this project. **(32.2.7A)**

Short Sighted - The ski season is getting shorter, annual snowfalls are decreasing, and the IKON pass and Instagram are fads. It's foolish to spend \$500M to solve a problem that is only going to get smaller and smaller over time. **(32.1.2B)**

Convenience - People want convenience. Unless the gondola and bus are free to ride, the service starts early in the morning to allow skiers to get up the canyon early on powder days, the service drops skiers off right at the lifts, and the resorts charge for parking, people WILL NOT use either the bus or the gondola as intended. Driving will be more convenient and UDOT will have spent \$500M unnecessarily. **(32.2.4A)**

Changing Consumer Preferences - It is becoming increasingly popular for skiers to drive up in their RVs, cook breakfast in the morning, and tailgate with their friends in the parking lot for lunch and apres. This behavior is driven by 1) wanting to avoid traffic in the canyon 2) increasing food costs at the resorts and 3) the increasing social nature of skiing. Additionally, IKON and season passes have made it more common for skiers to ski fewer hours in the day. Last season, I skied from 9-11a consistently because I had other errands I needed to do that day. I needed to go straight to work, the store, etc. For these two consumer populations, I don't think they will be heavy users of either option. This will result in less demand for the bus or gondola. **(32.2.4A)**

No place to put your stuff at the resorts - People want their car to store their things. And if they ever need to change clothes, take a work call, etc...they want to go to their car. The resorts need less expensive lockers and more of them. Or free lockers!!! **(32.2.3A)**

I would feel better with the gondola or bus options if:

The less expensive options above were tested first.  
Alta and Snowbird paid for the project.  
They were free to use and super convenient.

Otherwise, I'm going to keep driving because it's more convenient. **(32.2.4A)**

**COMMENT #:** 1737  
**DATE:** 6/30/21 7:29 PM  
**SOURCE:** Website  
**NAME:** Rick Service

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**COMMENT:**

I would like to see the Gondola idea **(32.2.9D)**

**COMMENT #:** 1738  
**DATE:** 6/30/21 7:30 PM  
**SOURCE:** Website  
**NAME:** Wren Yocom

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**COMMENT:**

Stop putting Band-Aids on the problem and do the gondola. It takes cars and busses off the road. Is not effected by wrecks, and give redundancy to transport up the canyon. **(32.2.9D)**

**COMMENT #:** 1739  
**DATE:** 6/30/21 7:33 PM  
**SOURCE:** Website  
**NAME:** John Davis

---

**COMMENT:**

I want the gondola over the other options i think its the best solution long term for the growing population and increased usage. **(32.2.9D)**

**COMMENT #:** 1740  
**DATE:** 6/30/21 7:34 PM  
**SOURCE:** Website  
**NAME:** Ron Penner

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**COMMENT:**

I think buses are the best option. **(32.2.9A)** They can be implemented immediately and are scalable to meet demand or lack of **(32.2.6.3D)**. Also, buses can meet the needs of dispersed canyon users like me. **(32.2.6.3C)**

The gondola is not a good fit for LCC. Gondola towers 250 tall will degrade the view shed, **(32.17A)** the process of riding the gondola will involve multiple transit points to get to the mobility hub (gondola base) and a gondola is many years from possible implementation which does nothing to relieve congestions for the next several upcoming winter seasons. **(32.2.7C)** I understand why Snowbird and Alta want a gondola, since they will not be paying for it and also it will be an off-season attraction. Lastly, a gondola could put far too many people in LCC which would ultimately destroy the very appeal of the canyon. **(32.20A)** Thank you.

**COMMENT #:** 1741  
**DATE:** 6/30/21 7:34 PM  
**SOURCE:** Website  
**NAME:** Gary Johnson

---

**COMMENT:**

Best idea ever! **(32.29D)**

**COMMENT #:** 1742  
**DATE:** 6/30/21 7:35 PM  
**SOURCE:** Website  
**NAME:** Ben Klein

---

**COMMENT:**

The gondola is the best option as it encompasses everything important to the people who choose to recreate in these mountains. It's environmentally friendly, safe and reliable. **(32.29D)**



**COMMENT #:** 1743  
**DATE:** 6/30/21 7:42 PM  
**SOURCE:** Website  
**NAME:** Ross Walker

---

**COMMENT:**

The gondola is the way to go! Less impact on the canyons and more sustainable in the long term  
**(32.29D)**

**COMMENT #:** 1744  
**DATE:** 6/30/21 7:48 PM  
**SOURCE:** Website  
**NAME:** Porter Geddes

---

**COMMENT:**

do not destroy the boulders in little cottonwood, that would be a crime! if we did this and harmed the boulders it would be a horrific atrocity that would never be forgotten. don't make this grave mistake and destroy precious boulders. **(32.4A, 32.4B, and 32.4D)**

**COMMENT #:** 1745  
**DATE:** 6/30/21 7:51 PM  
**SOURCE:** Website  
**NAME:** Brent Green

---

**COMMENT:**

Widening the road is the best option. The road can be utilized year round. The gondola would only be utilized in the winter. **(32.2.9B)**

**COMMENT #:** 1746  
**DATE:** 6/30/21 7:54 PM  
**SOURCE:** Website  
**NAME:** Marjorie McCloy

---

**COMMENT:**

As a 30-year resident of Salt Lake City and an equivalent-time skier at Snowbird and Alta, as well as a 3x-week Wasatch hiker in summer, I choose the bus alternative. I feel the bus will impact the environment the least and is most practical as a year-round traffic mitigator. **(32.2.9A)** The gondola does not offer solutions for summer hikers and winter backcountry skiers, who use diverse trailheads. **(32.2.6.3C)** If avalanches close the canyon, so be it-it has been this way as long as the road has existed, we are used to it. Bonus for visitors who are staying on the mountain. The proposed hub at the gravel pit has long been a dream of mine! I hope buses will also service the Park City resorts from there.

**COMMENT #:** 1747  
**DATE:** 6/30/21 7:55 PM  
**SOURCE:** Website  
**NAME:** James Costello

---

**COMMENT:**

All for a gondola and parking at the base. (32.29D)

**COMMENT #:** 1748  
**DATE:** 6/30/21 8:00 PM  
**SOURCE:** Website  
**NAME:** Cameron Treat

---

**COMMENT:**

I believe the gondola option serves only Alta/Snowbird, skier/snowboarders and those who travel to the resort in the off season. It severely under-represents other Canyon users such as back country skiers and snowboarders, snow shoe-ers, hikers, bikers, climbers, paragliders (who fly across the canyon - where a gondola could be a safety concern and national news if a paraglider hits it), and all those that want to visit places other than Alta and Snowbird. **(32.7C and 32.2.4A)** Furthermore. Congestion is worst on powder days, which represents only about 10% of the year. A Gondola for 10% of the days and a fraction of the total users doesn't make sense. **(32.1.2B)** The other option, though may not have as much special interest support makes more sense to the general population that may or may not want to go to Snowbird and Alta. If you can only go to Snowbird and Alta, everyone will still simply drive up the canyon and park on the side of the road. **(32.2.4A)** Nothing solved except Snowbird and Alta get to sell more tickets. **(32.6A)** To put things in perspective, I do have a Snowbird Season pass and had an Alta-Bird pass last year, so I'm not anti-resort. I'm also a hiker, climber, biker, and a paraglider pilot. Other users should be represented.

**COMMENT #:** 1749  
**DATE:** 6/30/21 8:04 PM  
**SOURCE:** Website  
**NAME:** Colleen Haggerty

---

**COMMENT:**

Gondola because if you don't do anything about the bus parking lots than there will still be issues.  
(32.2.9D)

**COMMENT #:** 1750  
**DATE:** 6/30/21 8:05 PM  
**SOURCE:** Website  
**NAME:** Jim Webster

---

**COMMENT:**

In 1989 my consulting firm prepared the "Inter-Resort Transportation Master Plan" for Mountainlands Association of Governments" while it's apparent this EIS in a long train of others seems to have ignored our findings, the bus alternative, given refinements is preferable. **(32.2.9A)** I encourage UDOT to expand this option to explore sub-catagories as we had. **(32.29D)** Snow sheds appear to be difficult to justify as costly and visual blight. Gondolas respond to a select industry bias. I've lived in Switzerland and experienced gondolas at a much larger scale; this is not der Schweiz. For that expense, cog railway is less visually obtrusive. **(32.17A)**  
James Webster, RLA



**COMMENT #:** 1751  
**DATE:** 6/30/21 8:07 PM  
**SOURCE:** Website  
**NAME:** Cort Pouch

---

**COMMENT:**

given the entire project is within Sandy City, tax-paying residents should get a free pass! **(32.2.4A)**

**COMMENT #:** 1752  
**DATE:** 6/30/21 8:08 PM  
**SOURCE:** Website  
**NAME:** Chase Meredith

---

**COMMENT:**

The Gondola for the canyon all day. It just makes sense. The economic ability of moving such a capacity of people to the resorts and down is monumental. No one really wants to ride the bus. Everyone wants to ride a gondola. Ski lifts are electric. Not fuel based with carbon emissions. **(32.10A)** Low impact foot print of a gondola. It just makes sense. Don't be stupid UDOT the people want the gondola. Futuristic reliable transportation. **(32.2.9D)**

**COMMENT #:** 1753  
**DATE:** 6/30/21 8:13 PM  
**SOURCE:** Website  
**NAME:** Andrew Thaller

---

**COMMENT:**

I do not want my tax dollars to support what will largely support a private business. **(32.6A)** As well this is the most environmentally invasive option. This all to support a ski industry that depends on conditions of snow. So in the coming years, if we have a poor snow year we'd be losing money to an eye sore. **(32.2.2E)**

I am an avid Boulderer in Little Cottonwood and it is horrible to imagine the rich climbing history destroyed for the benefit of a ski resort. **(32.4A and 32.4B)**

Please support the local community by seeking an alternative that doesn't destroy our land!

**COMMENT #:** 1754  
**DATE:** 6/30/21 8:37 PM  
**SOURCE:** Website  
**NAME:** Cameron Anderson

---

**COMMENT:**

Alta and Snowbird users are not the only people using Little Cottonwood Canyon. Building a gondola using public money so that these two businesses can increase the number of tickets that they sell is a complete disregard for other users and the public as a whole. **(32.6A)** Money aside, this gondola will also destroy recreation opportunities for other users such as boulderers and climbers in the canyon. **(32.4B)** Snowbird and Alta can cap their lift passes like Powder Mountain is forced to because of limited parking. **(32.2.2K)** Taxpayers and other canyon users should not be asked to foot the bill so that these two private businesses can make even more money. **(32.2.7A)**

**COMMENT #:** 1755  
**DATE:** 6/30/21 8:40 PM  
**SOURCE:** Website  
**NAME:** Ann Jensen

---

**COMMENT:**

I'm in favor of the gondola. It makes the most sense. (32.2.9D)

**COMMENT #:** 1756  
**DATE:** 6/30/21 8:41 PM  
**SOURCE:** Website  
**NAME:** Suz Williams

---

**COMMENT:**

tram all the way! what a great thing for SLC to boast and an excellent, eco and fun way to combat the traffic problem. **(32.2.9D)**

**COMMENT #:** 1757  
**DATE:** 6/30/21 8:42 PM  
**SOURCE:** Website  
**NAME:** Jarom Brown

---

**COMMENT:**

The traffic is a nightmare up this canyon lately EVERY time I try to ride ANY resort in Little Cottonwood.  
**(32.7C)** Sand Gaia and vote yes!! **(32.29D)**

**COMMENT #:** 1758  
**DATE:** 6/30/21 8:45 PM  
**SOURCE:** Website  
**NAME:** Michael McCandless

---

**COMMENT:**

I love the gondola idea. It solves numerous problems. It also makes the canyon accessible with minimal damage. **(32.2.9D)**



**COMMENT #:** 1759  
**DATE:** 6/30/21 8:45 PM  
**SOURCE:** Website  
**NAME:** T Shwayder

---

**COMMENT:**

All in favor of this gondola. Great idea. Important for the environment. **(32.2.9D)**

**COMMENT #:** 1760  
**DATE:** 6/30/21 8:58 PM  
**SOURCE:** Website  
**NAME:** Rachael Taylor

---

**COMMENT:**

The Gondola's are the better option **(32.2.9D)**

**COMMENT #:** 1761  
**DATE:** 6/30/21 9:00 PM  
**SOURCE:** Website  
**NAME:** Jeff Burton

---

**COMMENT:**

Great idea, I think that future upgrades to it would be needed ( higher speed, more capacity) and I still think there needs to be some snow barriers or sheds in some places as well as road improvements. But its definitely the way to go. As well as capping off canyon occupancy **(32.29D)**

**COMMENT #:** 1762  
**DATE:** 6/30/21 9:00 PM  
**SOURCE:** Website  
**NAME:** Patricia Iverson

---

**COMMENT:**

The GONDOLA gets my vote! **(32.2.9D)**

**COMMENT #:** 1763  
**DATE:** 6/30/21 9:04 PM  
**SOURCE:** Website  
**NAME:** Shawn lockwood

---

**COMMENT:**

Gondola sounds great! We need this option for the crowd control . It's ridiculous as it is now with crowds thank you **(32.2.9D)**

**COMMENT #:** 1764  
**DATE:** 6/30/21 9:04 PM  
**SOURCE:** Website  
**NAME:** Jill Meyer

---

**COMMENT:**

Please construct a gondola for transportation solution to Little Cottonwood Canyon traffic and pollution problems. This would be the most ecologically sensible option on my view. Thank you very much for taking citizen input! **(32.2.9D)**

**COMMENT #:** 1765  
**DATE:** 6/30/21 9:05 PM  
**SOURCE:** Website  
**NAME:** Rick Gates

---

**COMMENT:**

I agree with the Gondola opportunity. I do not want to see a large highway going through the Canyon. Please preserve our natural beauty and do not turn it into a Freeway or double lane highway. Everything I just read regarding preservation of the canyon and being considerate with the Gondola system is the only plan that will work long term. i applaud those who are involved in this planning and appreciate the opportunity to provide my opinion. **(32.2.9D)**

**COMMENT #:** 1766  
**DATE:** 6/30/21 9:18 PM  
**SOURCE:** Website  
**NAME:** Ken Halverson

---

**COMMENT:**

There are going to be possibly a lot more skiers in the future due to the high growth in Utah. It may be possible that you will need both the Gondola and the added bus line. **(32.2.2W)** What I like about the Gondola not just because it will be cleaner, it will make it more possible to get up to Snowbird and Alta on those days when the road is closed. **(32.2.9D)**



**COMMENT #:** 1767  
**DATE:** 6/30/21 9:21 PM  
**SOURCE:** Website  
**NAME:** Mark McOmie

---

**COMMENT:**

PAVE (32.29D)

**COMMENT #:** 1768  
**DATE:** 6/30/21 9:35 PM  
**SOURCE:** Website  
**NAME:** Ty Smith

---

**COMMENT:**

Build the gondola it'll be great **(32.2.9D)**

**COMMENT #:** 1769  
**DATE:** 6/30/21 9:37 PM  
**SOURCE:** Website  
**NAME:** Trent Parker

---

**COMMENT:**

Seriously, if we want the gondolas we need close to whistler blackcomb-type 4-5 THOUSAND people a minute uphill AND downhill year round and at a reasonable rate similar to current bus fare WITH busses running at current or better rates simultaneously underneath. **(32.2.6.5N and 32.2.2W)** Also think about needing transportation to the bottom gondola station. A foothill/wasatch boulevard trax option would be ideal in my opinion. **(32.2.2I)**

**COMMENT #:** 1770  
**DATE:** 6/30/21 9:38 PM  
**SOURCE:** Website  
**NAME:** Benjamin Smith

---

**COMMENT:**

I am in favor of the option Gondola B with widening of the road for extra bus traffic though I am particularly concerned that this will not address needs of people who want to use the canyon at locations not on the Gondola line or Bus stops. **(32.2.2W)** Will there be accommodation for parking, access to other trailheads not close to existing bus and or gondola stops? **(32.2.6.2.4A)** There should be a clear effort to build infrastructure for free access to public lands for all recreation types (backcountry skiing, hiking, snowshoeing, sledding, etc.) **(32.2.4)**

**COMMENT #:** 1771  
**DATE:** 6/30/21 9:44 PM  
**SOURCE:** Website  
**NAME:** Kerry Lehtinen

---

**COMMENT:**

Why is it necessary to keep putting more and more people up into the canyon? Limit access and let the overflow go to Park City resorts. **(32.2.2K)** At some point, economic development becomes a burden.

**COMMENT #:** 1772  
**DATE:** 6/30/21 9:45 PM  
**SOURCE:** Website  
**NAME:** Avrom Hill

---

**COMMENT:**

I believe the Gondola is the best option moving forward. It is desirable to all where as increased bus service does not have that impact. I am from Colorado originally and gave a speech in College about 20 years ago about why the long term investment in a Mono Rail for Mountain access would be the best option. The taxpayers did not want to invest in a 20 year plan that would have been nearing completion right now. I-70 in Colorado is a nightmare and the options available now are Band-Aids over the problem that will not solve the issue. Additionally, the environmental impact is lesser and I think we can all get behind that. Thank you for your time. **(32.2.9D)**

**COMMENT #:** 1773  
**DATE:** 6/30/21 9:56 PM  
**SOURCE:** Website  
**NAME:** Jacob Parkin

---

**COMMENT:**

I prefer the enhanced bus Service. **(32.2.9A)** Seeing a Gondola in the canyon would be a sad day for a lot of folks that have grown up spending time in these mountains.

**COMMENT #:** 1774  
**DATE:** 6/30/21 10:14 PM  
**SOURCE:** Website  
**NAME:** Tanya Mitchell

---

**COMMENT:**

I prefer a gondola system be built in little cottonwood canyon. **(32.2.9D)**



**COMMENT #:** 1775  
**DATE:** 6/30/21 10:25 PM  
**SOURCE:** Website  
**NAME:** Bob Kinney

---

**COMMENT:**

How many gondolas can be on either side of the line at any one time. Would be concerned about how long one would have to wait for a gondola at Snowbird or Alta after a day of skiing. **(32.2.6.5C)**

**COMMENT #:** 1776  
**DATE:** 6/30/21 10:43 PM  
**SOURCE:** Website  
**NAME:** Julie Abrahamson

---

**COMMENT:**

I like the idea of a gondola as it seems that it would be more environmentally friendly, easier to build, and have a longer life cycle. **(32.2.9D)**

**COMMENT #:** 1777  
**DATE:** 6/30/21 10:52 PM  
**SOURCE:** Website  
**NAME:** Carl McLelland

---

**COMMENT:**

Please go with the gondola option, which is by far the best choice for the canyon. Thank you! **(32.2.9D)**

**COMMENT #:** 1778  
**DATE:** 6/30/21 11:09 PM  
**SOURCE:** Website  
**NAME:** Greg Perry

---

**COMMENT:**

I like the idea of a gondola, it gives another option but but what is up with that name La Caille station?  
**(32.2.9D)**

**COMMENT #:** 1779  
**DATE:** 7/1/21 12:00 AM  
**SOURCE:** Website  
**NAME:** Owen Carlson

---

**COMMENT:**

Add the Gondolas, not the buses. It is better for the environment and is a solution that works **(32.2.9D)**.

**COMMENT #:** 1780  
**DATE:** 7/1/21 1:36 AM  
**SOURCE:** Website  
**NAME:** John McEntire

---

**COMMENT:**

My family strongly supports the gondola proposal for LCC. **(32.2.9D)**

**COMMENT #:** 1781  
**DATE:** 7/1/21 1:36 AM  
**SOURCE:** Website  
**NAME:** Julia Quinn

---

**COMMENT:**

Highly support Gondola option **(32.2.9D)**

**COMMENT #:** 1782  
**DATE:** 7/1/21 5:40 AM  
**SOURCE:** Website  
**NAME:** Michael Katz

---

**COMMENT:**

I have read each alternative and listened to the podcasts on each. I do believe the enhanced bus service is the best and only alternative that should be considered. **(32.2.9A)** It strikes the right balance between needs of riders, needs of the resorts, and impact to the environment. This along with the tolling system and better enforcement of proper vehicle equipment for snow days, will greatly impact the travel time in the canyon and will encourage riders on the buses. **(32.2.4A and 32.2.2M)** The gondola option has too many unknowns, is too costly, and most importantly too slow - 10 minutes makes a difference.



**COMMENT #:** 1783  
**DATE:** 7/1/21 5:41 AM  
**SOURCE:** Website  
**NAME:** Erik Harrington

---

**COMMENT:**

If doing the increased bus plus extra lane then the extra lane needs to only be for the buses. **(32.2.6.3B)** Truthfully, I think we should do both bus/lane AND gondola. **(32.2.2W)** The gondola has a huge advantage in that people can be moved in and out of the canyon during road closures and high avalanche danger. The gondola also opens the door to future projects such as connecting LCC, BCC, PC, and Midway. **(32.2.2N and 32.2.2Q)** This is a time to think boldly. I'm tired of hearing about all theses incredible bullet trains being build in China! We need to step up our game and look to the future. A little road widening/bus plus a gondola is a small step toward improving transitions from city living to full on recreation mode. It will massively increase The appeal of traveling to Utah.

**COMMENT #:** 1784  
**DATE:** 7/1/21 5:44 AM  
**SOURCE:** Website  
**NAME:** Bradley Hardy

---

**COMMENT:**

I fully support the installation of a gondola in Little Cottonwood Canyon! Let's do this! **(32.2.9D)**

**COMMENT #:** 1785  
**DATE:** 7/1/21 6:13 AM  
**SOURCE:** Website  
**NAME:** Paul McDow

---

**COMMENT:**

I am excited for the opportunity to have a lift through the canyon. From the beginning of this discussion that has seemed to be the most obvious choice to reduce traffic and preserve as much of the natural landscape as possible. It will be so much more enjoyable to see the view and relax in a lift rather than stop and go traffic; not to mention eliminate the burden of constantly widening the road as traffic increases. It's the enjoyable, aesthetic, and conservatory option **(32.2.9D)**

**COMMENT #:** 1786  
**DATE:** 7/1/21 6:32 AM  
**SOURCE:** Website  
**NAME:** Chad Van Orden

---

**COMMENT:**

Of the two choices, I would support the Enhanced Bus Service in Peak-Period Shoulder Lane.  
**(32.2.9B)**

**COMMENT #:** 1787  
**DATE:** 7/1/21 6:35 AM  
**SOURCE:** Website  
**NAME:** John Bokelman

---

**COMMENT:**

Anything that does harm to beauty the Utah mt , should be left alone , due to we don't have much natural beauty left , an it must be preserved thanks **(32.2.9G)**

**COMMENT #:** 1788  
**DATE:** 7/1/21 7:07 AM  
**SOURCE:** Website  
**NAME:** Kevin Mulligan

---

**COMMENT:**

A gondola is the most ecological choice for transportation to the Little Cottonwood ski areas. **(32.2.9D)**  
Additionally a similar plan should be considered for Big Cottonwood ski areas also. Possibly a connecting lift from Little to Big should be considered. **(32.2.2Q)**

**COMMENT #:** 1789  
**DATE:** 7/1/21 7:09 AM  
**SOURCE:** Website  
**NAME:** David Heaps

---

**COMMENT:**

I am in favor of the gondola proposal.  
(32.2.9D)

**COMMENT #:** 1790  
**DATE:** 7/1/21 7:17 AM  
**SOURCE:** Website  
**NAME:** Felicia Alvarez

---

**COMMENT:**

I appreciate you all studying the impact, but you will ONLY be reducing traffic at certain spots in the canyon, and mainly just for skiing with the Gondola and the Busses unless you add additional stopping spots. The ski resorts are no the only crowded places, main trailheads are as well. **(32.2.6.3C and 32.2.6.6G)**

What will you do for BCC? That's an even bigger nightmare. Limit SKI passes, locals first, the visitors. **(32.1.1A)**



**COMMENT #:** 1791  
**DATE:** 6/30/21 8:00 AM  
**SOURCE:** Email  
**NAME:** Collin Grant

---

**COMMENT:**

Build the gandola!!!! **(32.2.9D)** If you don't people will be Angry due to how you'll destroy are neighborhood and community **(32.29D)**

Thanks for the hard work

**COMMENT #:** 1792  
**DATE:** 6/30/21 1:23 PM  
**SOURCE:** Email  
**NAME:** Elizabeth Eve King

---

**COMMENT:**

I thought you might be interested in the discussion on Next door. (32.2.6.2.2A, 32.2.9D, 32.7B, 32.7D, 32.2.6.5E, 32.2.7A 32.2.6.3C, 32.2.6.5J, 32.2.6.3K, 32.2.6.3N, 32.2.6.5G, 32.1.2D, 32.2.6.3F, 32.2.6.5K, 32.2.6.5C, 32.2.6.5N, 32.11B, 32.4I)



Final EIS

Comments received from the public during the public scoping process are being reviewed and responses are being prepared.

Comments

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Comment ID	Comment Text	Response
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2	Comment 2: [Text]	Response 2: [Text]
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4	Comment 4: [Text]	Response 4: [Text]
5	Comment 5: [Text]	Response 5: [Text]
6	Comment 6: [Text]	Response 6: [Text]
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Comments received from the public during the public scoping process are being reviewed and responses are being prepared.

**COMMENT #:** 1793  
**DATE:** 6/30/21 8:48 PM  
**SOURCE:** Email  
**NAME:** Stuart Willick

---

**COMMENT:**

Comment on draft EIS:

I thank everyone for their hard work. I am a big fan of the gondola and would love to see a gondola come to fruition. **(32.2.9D)**

Is there any option to increase bus service and build a gondola? I know that implementing both of these options is expensive, it would do the most to alleviate traffic and decrease the number of passenger vehicles in the canyon. **(32.2.2W)**

**COMMENT #:** 1794  
**DATE:** 7/1/21 7:18 AM  
**SOURCE:** Website  
**NAME:** Angelique Poncelet

---

**COMMENT:**

I support the gondola. (32.2.9D)

**COMMENT #:** 1795  
**DATE:** 7/1/21 7:36 AM  
**SOURCE:** Website  
**NAME:** Kenton Davis

---

**COMMENT:**

Hey!

What about doing a bus only middle lane with barriers (no cars allowed) that goes uphill in the morning and downhill in the afternoon. The bus could come down the regular lane in the morning and go up the regular lane in the afternoon when those lanes are not busy. **(32.2.2D)** Having wires all through the canyon would be super not cherry. **(32.17A)**

Thanks!

-Kenton

**COMMENT #:** 1796  
**DATE:** 7/1/21 7:40 AM  
**SOURCE:** Website  
**NAME:** Josiah Peck

---

**COMMENT:**

I think we should focus on what gets people outdoors more, not just to the ski resort. The enhanced buses (especially if they are electric) would reduce the number of personal cars on the road in the winter driving up to the ski resort, but it would also reduce pollution and keep LCC beautiful for decades to come. **(32.2.9A and 32.10A)** It would also enhance travel in the summer, as then people could take it to get to the trailhead, and it would reduce the number of cars/congestion around trailhead parking areas. **(32.2.6.3G)**

**COMMENT #:** 1797  
**DATE:** 7/1/21 7:42 AM  
**SOURCE:** Website  
**NAME:** Donald Mackay

---

**COMMENT:**

I do not see alternative 1 as viable. It will be very disruptive to the ecology of the canyon. The gondola would have minimal effect on the physical makeup of the canyon road and greatly lessen road use. I drive the canyon daily and would use the gondola. I have used the bus and it was awful and tedious.  
**(32.2.9D)**



**COMMENT #:** 1798  
**DATE:** 7/1/21 7:51 AM  
**SOURCE:** Email  
**NAME:** Joseph Congdon

---

**COMMENT:**

I support the improved road and bus service option. **(32.2.9B)**  
A gondola will be underutilized and the road will remain a problem. **(32.7C)**

I believe the users and Alta and Snowbird ski areas should bear the cost of this improvement. **(32.2.7A)**  
How about making it a toll road? **(32.2.4A)**

**COMMENT #:** 1799  
**DATE:** 7/1/21 7:53 AM  
**SOURCE:** Website  
**NAME:** Dave Steele

---

**COMMENT:**

great work! i love how both preferred options keep the traffic flowing, while minimizing environmental impacts. if it was my decision, i would do with the gondola option as i think this could even become a revenue generator year round. What a beautiful way to view the canyon! whatever option is selected, i hope UDOT moves quickly. the traffic is unbearable already. **(32.2.9.D)**

**COMMENT #:** 1800  
**DATE:** 7/1/21 7:55 AM  
**SOURCE:** Website  
**NAME:** Dylan Pike

---

**COMMENT:**

Hello,

I am not a skier, but I do use the canyons in the winter. I frequently park along the road to access ice climbs. I know that there are many other canyon users who use the canyon in the winter, but don't go to the top, and make use of shoulder parking. I want to make sure that our voices are heard and that shoulder parking is still accessible regardless of the solution that is selected for implementation.

**(32.2.6D)**

Thank you,  
Dylan Pike

**COMMENT #:** 1801  
**DATE:** 7/1/21 8:00 AM  
**SOURCE:** Website  
**NAME:** Eric Naslund

---

**COMMENT:**

I'm a local resident that lives right at the High T intersection. While not happy that change is needed, the reality is that we are long past the transit capacity of 210. I support the Gondola B alternative for these reasons: 1) I believe that people will not want to use the bus. **(32.2.4A)** The Gondola is a simply a more attractive transit option 2) Although more visually impactful, my understanding is that this option impacts the watershed and wildlife to a lessor degree. **(32.17A, 32.12A, and 32.13A)** 3) My understanding is that this option can run while avalanche debris is blocking the road and clearing is being done 4) Given Snowbird is public with their support of this option I believe there is greater opportunity for the resorts to share in the cost of this new infrastructure. In my opinion this is critical, as resort skiers are not the only users of this canyon, but the resorts will benefit the most. **(32.2.7A)** With this I have a few questions that I think are important to clarify as there is some very heated debate in my local community on the best alternative:

1) The materials say the Gondola will not run during mitigation. Can you please clarify the specifics here? Meaning can the Gondola run after the slide paths have been shot (or Gazex used)? Or will the Gondola not run at any point until mitigation is completed? **(32.2.6.5H)**

2) What is the current status of discussions with the resorts on their contribution to this infrastructure? **(32.2.7A)**

3) What is being done to address long term capacity restrictions in LCC? We cannot continue to assume that there is limitless capacity at the resorts or even the trailheads. They're already overcrowded in many peoples view. **(32.20B)**

One last comment: there were many times this past season when there was zero enforcement of the traction law (and no officer present) when it was snowing. This is not acceptable. The traction law is worthless if not enforced. We cannot let cars that do not have proper equipment up the canyon when weather is expected later in the day. They have to get down and create a huge risk to everyone else in the process. **(32.2.2M)**

Thank you for your attention in addressing my questions.

**COMMENT #:** 1802  
**DATE:** 7/1/21 8:05 AM  
**SOURCE:** Website  
**NAME:** Randall Rolan

---

**COMMENT:**

I favor the gondola. (32.2.9D)

**COMMENT #:** 1803  
**DATE:** 7/1/21 8:11 AM  
**SOURCE:** Website  
**NAME:** Carol Dalton

---

**COMMENT:**

I support the gondola **(32.2.9D)**

**COMMENT #:** 1804  
**DATE:** 7/1/21 8:18 AM  
**SOURCE:** Website  
**NAME:** Anna Gannett

---

**COMMENT:**

Really great idea to provide a long term traffic solution for the canyons. The gondola seems very feasible. The frequency of the gondolas would also determine if they're easy for us to use. The 30minutes to get to the mountains is reasonable for us to consider it rather than driving. Perhaps there's a potential in the future to connect through to park city or big cottonwood too? (32.2.9D, 32.2.2N and 32.2.2Q)

**COMMENT #:** 1805  
**DATE:** 7/1/21 8:22 AM  
**SOURCE:** Website  
**NAME:** Lauren Cabrera

---

**COMMENT:**

I am a frequent traveler up the canyon. I believe the increased bus service will be the most effective solution, considering the balance of construction impact, cost, and number of people. **(32.2.9A)**



**COMMENT #:** 1806  
**DATE:** 7/1/21 8:24 AM  
**SOURCE:** Website  
**NAME:** Brandon Evans

---

**COMMENT:**

As an Owner at the Cliff Lodge at Snowbird, I support the Gondola Proposal to reduce traffic and environmental impacts to Little Cottonwood Canyon. **(32.2.9D)**

**COMMENT #:** 1807  
**DATE:** 7/1/21 8:26 AM  
**SOURCE:** Website  
**NAME:** Benjamin Anderson

---

**COMMENT:**

We need this. It is sustainable, proactive, and necessary on the part of the state and the private businesses that contribute/benefit from the canyon. Snowbird and Alta should both make significant monetary contributions as they are the main benefactors and reasons for the congestion. The responsibility should not rest solely on the tax payers as this solution will significantly benefit the ski resorts. Although the state is looking for a solution to reduce cars, it seems that the state building this infrastructure to benefit the ski resorts is a conflict of interest. Build it, make the ski resorts pay.

**(32.2.7A)**

**COMMENT #:** 1808  
**DATE:** 7/1/21 8:33 AM  
**SOURCE:** Website  
**NAME:** David DeCampli

---

**COMMENT:**

My wife and I are strongly in favor of the gondola solution to the travel situation in the Little Cottonwood Canyon. Basis is simply to take all of that traffic and the fuel consumption (be it electric supplied by fuel, gas, or diesel) off the road. Also consider the safety of all those drivers taken off the road which in the winter can be quite hazardous. We realize that significant parking would need to be established at the mouth of the canyon, but a small trade-off for the reduction in vehicle traffic. **(32.2.9D)**

**COMMENT #:** 1809  
**DATE:** 7/1/21 8:35 AM  
**SOURCE:** Website  
**NAME:** Adam Long

---

**COMMENT:**

I am in favor of the new gondola to be built up little cottonwood canyon **(32.2.9D)**

**COMMENT #:** 1810  
**DATE:** 7/1/21 8:44 AM  
**SOURCE:** Website  
**NAME:** Lisa Konkel

---

**COMMENT:**

A gondola does little to serve the community and serves the resorts more than anything else. **(32.2.7A)**

Congestion problems are not limited to winter, people recreate through the whole canyon year-round, and with our population seeing exponential growth there needs to be a solution that serves recreational users the entire way up and down the canyon. **(32.1.2C)**

I recreate in LCC throughout the year as a resort skier, backcountry skier, rock/ice climber, and trail runner. Even with the introduction of a gondola I'd still be driving most of the time because less than a quarter of my canyon recreation is at the resorts. In the past I have not taken the bus because 1.) it would be a 1+ hour wait for me to get on a bus to the resort due to time of day/bus schedule and 2.) the few times I did take the bus it was almost 1 hour before I could get on a bus due to them being full.

An enhanced bus service would absolutely incentivize me to use public transit, especially if I would be dropped closer to the trailheads (something the gondola option does not offer). **(32.2.6.3C)** I would be in support of making LCC a fee area to offset the cost of the bus, further incentivize people to utilize the bus option, and reduced automobile congestion in the canyon. **(32.2.4A)**

Enhanced buses have the benefit of being scalable depending on the seasons and population growth, serving wide ranges of users with specific stops, and easily linked to existing bus routes. **(32.2.6.3D, 32.2.6.3 C and 32.2.2I)** The LCC solution should serve the entire community and not a limited group that only has interest in the resorts.

**COMMENT #:** 1811  
**DATE:** 7/1/21 8:48 AM  
**SOURCE:** Website  
**NAME:** Mitchell Mandel

---

**COMMENT:**

Great idea, hopefully gets approved! (32.2.9D)

**COMMENT #:** 1812  
**DATE:** 7/1/21 8:48 AM  
**SOURCE:** Website  
**NAME:** Kayla O'Toole

---

**COMMENT:**

PLEASE vote for the gondola!!! This makes so much more sense when there are bad snow storms, parking issues, and pollution from the cars. This is so much more sensible AND would also help with drinking a driving. Overall, it will really help keep people safe. **(32.2.9D)**

**COMMENT #:** 1813  
**DATE:** 7/1/21 8:57 AM  
**SOURCE:** Website  
**NAME:** Rebecca Burraston

---

**COMMENT:**

I vote for Gondola if there is seating. **(32.2.9D)**



**COMMENT #:** 1814  
**DATE:** 7/1/21 9:03 AM  
**SOURCE:** Website  
**NAME:** Richard Lisonbee

---

**COMMENT:**

With the growth of Utah, I support the gondola plan as it is carbon neutral. I'm very glad to see that carbon neutrality is a concern for planning for the future **(32.2.9D and 32.10A)**

**COMMENT #:** 1815  
**DATE:** 7/1/21 9:03 AM  
**SOURCE:** Website  
**NAME:** Anneliese Shapiro

---

**COMMENT:**

I support the GONDOLA proposal! I'm so impressed by the concept and this project's potential to reduce emissions in the canyon. Please please develop this forward looking infrastructure. Plus the experience looks so cool and upscale. Love it! **(32.2.9D)**

**COMMENT #:** 1816  
**DATE:** 7/1/21 9:07 AM  
**SOURCE:** Website  
**NAME:** Zach Averill

---

**COMMENT:**

Hi LCC EIS Team - Can you tell me what's being done to address bouldering access and support in LCC on either proposal? It appears you intend to bulldoze many classic boulder problems that have been used for many years. Is this the case? I really hope not, those boulders are used and accessed by people from across the country and house a large amount of historical value for the climbing community. It sounds like either option intends to decimate many of this landmarks. **(32.4A and 32.4B)**

Cordially,  
Zach

**COMMENT #:** 1817  
**DATE:** 7/1/21 9:07 AM  
**SOURCE:** Website  
**NAME:** Christalyn Pottenger

---

**COMMENT:**

Please reconsider the Gondola as LCC preferred alternative transit. It is the best choice for our environment and our already overcrowded canyon. More vehicles on the road is not the solution that takes care of our future. Expanding the road and increasing canyon vehicle traffic is NOT the solution. It does not address the issue of gridlock in our canyon on snowy days where the UTA Busses are often the source of the traffic jam. **(32.7C)** Busses have been in our canyon for years and they have proven themselves NOT to be the solution. Let's be proactive for a better FUTURE and move forward with the Gondola option. **(32.2.9D)**

**COMMENT #:** 1818  
**DATE:** 7/1/21 9:11 AM  
**SOURCE:** Website  
**NAME:** Ryan Bucknum

---

**COMMENT:**

I would like to see a gondola run up lcc , it would ease pollution and congestion in one of my favorite canyons **(32.2.9D)**

**COMMENT #:** 1819  
**DATE:** 7/1/21 9:17 AM  
**SOURCE:** Website  
**NAME:** Greg Bobetich

---

**COMMENT:**

The Bouldering and climbing access in Little Cottonwood Canyon is not only amazing but historic. We will be losing a national treasure for climbers if we move forward with construction projects that destroy our world-class roadside boulders that have seen tens of thousands of visitors from all over the world. I want to UDOT to take lower canyon access into consideration rather than completely ignoring the importance of these significant landmarks. **(32.4A and 32.4B)**

**COMMENT #:** 1820  
**DATE:** 7/1/21 9:18 AM  
**SOURCE:** Website  
**NAME:** Nick Jensen

---

**COMMENT:**

The two methods identified in this round of the EIS are my two favorites, as well. Let's do them both! But I'd be happy with either. **(32.2.9B and 32.2.9B)**

**COMMENT #:** 1821  
**DATE:** 7/1/21 9:21 AM  
**SOURCE:** Website  
**NAME:** Gregory Smith

---

**COMMENT:**

We don't need a gondola! **(32.2.9E)**

Our citizens need to stop single person driving to the ski resorts and utilize mass transportation.

**(32.2.2L and 32.2.4A)**

PLEASE DO NOT IMPACT NEGATIVELY THE BEAUTIFUL AREA WE LIVE by building a gondola.



**COMMENT #:** 1822  
**DATE:** 7/1/21 9:22 AM  
**SOURCE:** Website  
**NAME:** Gary West

---

**COMMENT:**

I have been skiing Little Cottonwood Canyon ski resorts for 45 years. I live near the mouth of LCC. I ski 1 or 2x times per week. I am in support of the Gondola project to reduce traffic congestion. **(32.2.9D)**

**COMMENT #:** 1823  
**DATE:** 7/1/21 9:24 AM  
**SOURCE:** Website  
**NAME:** Bryan Gibson

---

**COMMENT:**

Thank you for addressing the traffic problems in LCC with these plans. I support the plan calling for a gondola starting at La caille. **(32.2.9D)** I also believe that roadside parking should be banned during winter months and that the ski resorts should change a fee for parking ( similar to solitude's fee ) that incentivizes carpooling and that all of the proceeds from that fee should subsidizes buses and gondolas. **(32.2.9P and 32.2.4A)** I believe that we must both expand mass transit and disincentivize individuals driving if we are going to seriously effect traffic in LCC. the changes in parking and fees could take place immediately while the gondola is being built. **(32.2.2F)** thank you for your consideration.

**COMMENT #:** 1824  
**DATE:** 7/1/21 9:32 AM  
**SOURCE:** Website  
**NAME:** Robert Burton

---

**COMMENT:**

The gondola option makes much more sense. **(32.2.9D)**

**COMMENT #:** 1825  
**DATE:** 7/1/21 9:34 AM  
**SOURCE:** Website  
**NAME:** Danielle Young

---

**COMMENT:**

I am not in support of this gondola idea. **(32.2.9E)** I believe that a gondola would inhibit access to backcountry areas on the south side of the canyon and as a backcountry skier, that is most important to me. I do not like the idea of a "community center" located at the bottom of the Emma's backcountry route either. **(32.29N)** I think there are other ways to solve this problem without building giant structures that will disturb nature and cost millions of dollars to resurrect. Please think about alternatives. Please consider nature as #1. **(32.29G)**

**COMMENT #:** 1826  
**DATE:** 7/1/21 9:43 AM  
**SOURCE:** Website  
**NAME:** Terry Hines

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**COMMENT:**

I want what ever Dave Fields wants **(32.29D)**

**COMMENT #:** 1827  
**DATE:** 7/1/21 9:43 AM  
**SOURCE:** Website  
**NAME:** Wendy Jones Sicard

---

**COMMENT:**

Curious, is there any way to have a road go up from American fork into mineral basin for all the southern traffic?? Or is that all US forest land and untouchable for a road??? **(32.2.2J)**

**COMMENT #:** 1828  
**DATE:** 7/1/21 9:46 AM  
**SOURCE:** Website  
**NAME:** Adrian Dayton

---

**COMMENT:**

I live and own property in Cottonwood Heights, and I'm a lifelong skier. This is so badly needed! I would love to have a Gondola option at the resorts, and I think it would create such a unique and sophisticated character to our canyon. It would become a year-round attraction, and I love the concept. It would also be safer and more economically friendly. Please make this happen!**(32.2.9D)**

**COMMENT #:** 1829  
**DATE:** 7/1/21 9:53 AM  
**SOURCE:** Website  
**NAME:** Martin Cocker

---

**COMMENT:**

Both the preferred alternatives (Gondola & Enhanced peak shoulder bus service) are needed. I don't think they are mutually exclusive. In terms of prioritization the gondola system should probably be funded and built first. **(32.2.2W)**



**COMMENT #:** 1830  
**DATE:** 7/1/21 9:56 AM  
**SOURCE:** Website  
**NAME:** Sarah Anderson

---

**COMMENT:**

I am in strong support of a gondola in Little Cottonwood Canyon. **(32.2.9D)** I also think that unless you completely restrict private vehicles up the canyon, with access up the canyon by a free shuttle bus, people will continue to drive in the canyon and traffic congestion and pollution will not improve. **(32.2.4A)** In addition, there will need to be a significant amount of ski lockers at the resorts for people to rent, both daily and seasonally, for a public transportation option to be successful. **(32.2.3A)**

**COMMENT #:** 1831  
**DATE:** 7/1/21 10:07 AM  
**SOURCE:** Website  
**NAME:** Ryder Gustafson

---

**COMMENT:**

I understand something needs to be done, but it makes me so sad to think about losing some of the very special spots and moments in lcc. My first time rock climbing, my first kiss, and so many other special moment at the gate boulders. Lower Lcc is truly special, please dont ruin it. **(32.29G)**

**COMMENT #:** 1832  
**DATE:** 7/1/21 10:11 AM  
**SOURCE:** Website  
**NAME:** Matthew Elggren

---

**COMMENT:**

Please do not destroy all the amazing boulders! So many people enjoy the canyon for the climbing and outdoor experience it has to offer, and this opportunity should not be limited. **(32.4A and 32.4B)**

**COMMENT #:** 1833  
**DATE:** 7/1/21 10:12 AM  
**SOURCE:** Website  
**NAME:** Eric Congdon

---

**COMMENT:**

I am fully supportive of the Gondola alternative!(32.2.9D)

**COMMENT #:** 1834  
**DATE:** 7/1/21 10:19 AM  
**SOURCE:** Website  
**NAME:** Rudy Miller

---

**COMMENT:**

I thought the gondola was a joke. Did you consider rescue operations under O&M? What happens when the gondola stops working? **(32.2.6.5K)** What about construction disturbance while installing the gondola? It would wreck the area more than road construction. **(32.13A)**

Wasatch blvd needs to be landscaped with medium to large tree species between the road and shared use path. Hire a consulting board certified master arborist with the International Society of Arboriculture to pick the species. Do not hire a landscape architect to pick trees. **(32.2.6.2.2A)**

Limiting parking to only the lots or outside of 1/4 mi in the new "improved" trailheads doesn't make sense. These parking lots will be full from day 1 of completion -- this is not forward thinking enough. There also needs to be collaboration with the forest service to improve trails; nobody likes stepping aside the trail every 2 mins because it's crowded singletrack. Saying that collaborating with trails is outside of the scope of this project is an excuse to not deal with the repercussions of this plan. **(32.1.5A)**

Tolling, if implemented, should only be for out of towners. We choose to live close to the canyons for access and already pay local and property taxes. Give permits for residents so they do not have to pay for usage, like parking permits in cities. **(32.2.4A)**

I hope you are taking into consideration the recreation boom we've seen since covid with your 2050 projections. Recreation numbers will only increase. Salt Lake is already becoming Denver. **(32.1.4B)**

Nobody wants to take public transportation unless it's easy, comfortable, and free. If you can't accomplish those objectives people are going to continue to drive no matter what. **(32.2.4A)**

**COMMENT #:** 1835  
**DATE:** 7/1/21 10:23 AM  
**SOURCE:** Website  
**NAME:** Nick DelGreco

---

**COMMENT:**

I think this is a great idea and fully support it! **(32.29D)**

**COMMENT #:** 1836  
**DATE:** 7/1/21 10:27 AM  
**SOURCE:** Website  
**NAME:** Lori Stevenson

---

**COMMENT:**

I think the gondola option is the one that makes the most sense. My only concern is the capacity - every 2 minutes? **(32.2.9D and 32.2.6.5C)** The gondolas in Telluride and Mammoth work great! Buses are subject to the same issues as cars, I don't think they solve the problem.

**COMMENT #:** 1837  
**DATE:** 7/1/21 10:35 AM  
**SOURCE:** Website  
**NAME:** John Hall

---

**COMMENT:**

The gondola is obviously the best solution! **(32.2.9D)** An expanded road doesn't solve many of the problems due to snow and avalanches. **(32.7C)** A big plus is the tourist attraction the gondola would provide Year-round - a little bit of Switzerland right here at home. It would be a big hit even for non-skiers.



**COMMENT #:** 1838  
**DATE:** 7/1/21 10:38 AM  
**SOURCE:** Website  
**NAME:** Trent Croft

---

**COMMENT:**

Please go with the gondola. It makes soo much more sense for the long term. Less paving, less emissions, less traffic, a constant flow without all the mess. I see no benefit in expanding the bus system, that will not decrease traffic nearly as effectively. **(32.7C)** Please do the gondola! **(32.2.9D)**

**COMMENT #:** 1839  
**DATE:** 7/1/21 10:42 AM  
**SOURCE:** Website  
**NAME:** Mike Chew

---

**COMMENT:**

Save our canyon! Gondolas and bus only please! (32.29D)

**COMMENT #:** 1840  
**DATE:** 7/1/21 10:48 AM  
**SOURCE:** Website  
**NAME:** Blake Remmick

---

**COMMENT:**

Of these two options, the gondola is the obvious choice. **(32.2.9D)** The enhanced bus system seems to be a temporary, band-aid solution. Bus travel is miserable on a ski day, cramped, half the passengers standing for the entire duration. Additionally, the widening of SR210 would be highly destructive to the canyon. **(32.13B and 32.17A)** Snow sheds will only aid in avalanche issues, however snow and ice conditions will stop and slow these buses top to bottom, just like the passenger vehicles. **(32.7C)** To summarize, the gondola option seems to be the more appropriate choice, with limited impact and travel independent of weather activity. The only improvement the gondola could use is an expanded cabin size, to fifty passengers or possibly more, reducing the queues for travelers waiting to load. **(32.2.6.5C)**

**COMMENT #:** 1841  
**DATE:** 7/1/21 10:52 AM  
**SOURCE:** Website  
**NAME:** Simon Carter

---

**COMMENT:**

As a long standing employee at Snowbird I fully support the gondola proposition. We need big solutions not just tinkering around the edges. It would be interesting to see the operational ideas supporting this greatly needed infrasture change. **(32.2.9D)**

This will not just be great for Snowbird and Alta and their guests, but is clearly fantastic for SLC, further cementing Utah's position as forward thinking, progressive, environmentally aware and will be an iconic and marketable addition to the states local and tourist economy.

**COMMENT #:** 1842  
**DATE:** 7/1/21 10:55 AM  
**SOURCE:** Website  
**NAME:** Bill Boyle

---

**COMMENT:**

The time its commit is now. **(32.29D)**

**COMMENT #:** 1843  
**DATE:** 7/1/21 11:01 AM  
**SOURCE:** Website  
**NAME:** Adam Bates

---

**COMMENT:**

Gondola should be the only option on the table. It's more environmentally friendly, it can operate when the road is closed, offers year round operation, it would be enjoyable, and it offers additional parking at the canyon mouth. **(32.2.9D)**

Bus transit is a horrible choice for the simple reason that it offers none of the above benefits. Plus requiring people to park miles away from the canyon and take a bus is a horrible option. People want fast and easy, the bus option is not fast or easy. **(32.2.9C)**

**COMMENT #:** 1844  
**DATE:** 7/1/21 11:02 AM  
**SOURCE:** Website  
**NAME:** Peter Gail

---

**COMMENT:**

Gondola is a much better idea than busses. Traffic is not a major problem during the summer. There is already a bus system that people don't utilize, and, as it has been said. You have to ride a bus, you get to ride a gondola. **(32.2.9D)**

**COMMENT #:** 1845  
**DATE:** 7/1/21 11:04 AM  
**SOURCE:** Website  
**NAME:** Jonathan Cooke

---

**COMMENT:**

Whatever choice you make, please take into account concerns of those who are not using the ski resorts. **(32.2.4A)** I've never seen a traffic delay on days when the ski resorts aren't open. The ski resorts should be footing the bill if they are both the problem and the benefactor. **(32.2.7A)** I am a backcountry skier, hiker, biker and general mountain person. I used to get season passes to resorts annually but it's just too crowded and touristy anymore. Please don't take access away from the mountains. **(32.2.4A)** I moved from over a thousand miles away to be near. Its the only place I can climb a mountain in the morning, ski down, and be in my office chair for work by 9am. I invested more in this area than any pass holder has. Real estate is expensive here.



**COMMENT #:** 1846  
**DATE:** 7/1/21 11:10 AM  
**SOURCE:** Website  
**NAME:** Shannon Gordon

---

**COMMENT:**

The Enhanced Bus Service is my preferred option for improving transportation on SR 210. Bus service to Alta and not Snowbird and vice versa is the best option in my opinion. **(32.2.9A)** Please consider this bus service after the ski season for spring, summer and fall enjoyment of the canyon. **(32.2.6.3C)** You are going to improve the enjoyment of the canyon and preserve it's beauty and water quality. Thank you for your diligent study and your results.

**COMMENT #:** 1847  
**DATE:** 7/1/21 11:19 AM  
**SOURCE:** Website  
**NAME:** Melissa Brown

---

**COMMENT:**

Yes to the gondola ? and preserving the future of LCC!!! (32.2.9D)

**COMMENT #:** 1848  
**DATE:** 7/1/21 11:22 AM  
**SOURCE:** Website  
**NAME:** Kelly Doll

---

**COMMENT:**

This is a must !!! It will help save human lives and is the only solution to the main problem . (32.29D).

Kelly

**COMMENT #:** 1849  
**DATE:** 7/1/21 11:23 AM  
**SOURCE:** Website  
**NAME:** Robert Schnitzler

---

**COMMENT:**

I am commenting in favor of the Enhanced Bus Service Option. Enhancing existing infrastructure is more logical and less costly from a capital perspective and O&M costs are similar. A gondola would be a clear impact on the natural beauty of the canyon at a greater capital cost. Adding tolling, a dedicated bus lane and managing vehicle occupancy is key. **(32.2.9B)** Upgrading fleet to a more sustainable fuel source should be a priority. **(32.2.6.3F)**

**COMMENT #:** 1850  
**DATE:** 7/1/21 11:25 AM  
**SOURCE:** Website  
**NAME:** Levi Thorn

---

**COMMENT:**

I am in support of the Gondola. During large storm events it would make staffing the hotels more reliable and consistent. **(32.2.9D)**

**COMMENT #:** 1851  
**DATE:** 7/1/21 11:29 AM  
**SOURCE:** Website  
**NAME:** Jessica Fisk

---

**COMMENT:**

A gondola is the best transportation solution for the cottonwood canyons **(32.2.9D)**

**COMMENT #:** 1852  
**DATE:** 7/1/21 11:30 AM  
**SOURCE:** Website  
**NAME:** Travis Wilson

---

**COMMENT:**

I believe the gondola is the best solution. In addition to constructing the gondola system, I believe restricted access to SR 210, in order to incentivize people to use the gondola, should be implemented. Something like 200 cars per hour during peak times? **(32.2.4A and 32.2.9D)**

**COMMENT #:** 1853  
**DATE:** 7/1/21 11:32 AM  
**SOURCE:** Website  
**NAME:** Scott Pickett

---

**COMMENT:**

All things considered, the gondola seems like the least invasive and most cost effective (in the long-term) approach. I strongly encourage implementation of a gondola rather than expanding the canyon road. Thanks. **(32.2.9D)**



**COMMENT #:** 1854  
**DATE:** 7/1/21 11:32 AM  
**SOURCE:** Website  
**NAME:** Tim Brennwald

---

**COMMENT:**

I support the gondola. Makes the most sense for safety, the environment, enabling people to enjoy the canyon and overall cost and effectiveness. Many mountain towns and canyons in Europe have seen similar benefits using aerial transportation -gondolas/trams. **(32.29D)**

**COMMENT #:** 1855  
**DATE:** 7/1/21 11:34 AM  
**SOURCE:** Website  
**NAME:** Kimberly Lamb

---

**COMMENT:**

Protect the canyon by installing a gondola rather than more roads. (32.2.9D)

**COMMENT #:** 1856  
**DATE:** 7/1/21 11:35 AM  
**SOURCE:** Website  
**NAME:** Chris Lutz

---

**COMMENT:**

I strongly support the La Caille gondola proposal as it will reduce vehicle traffic in Little Cottonwood Canyon, provide safe access when there are avalanches, and take pressure off of parking and facilities at Snowbird and Alta. **(32.2.9D)**

**COMMENT #:** 1857  
**DATE:** 7/1/21 11:36 AM  
**SOURCE:** Website  
**NAME:** Jason Bangerter

---

**COMMENT:**

I live at the base of little cottonwood canyon and love this idea. It will solve a ton of issues with the canyon traffic and have a minimal impact on the canyon. Also will help with cleaner air. Love it **(32.29D)**

**COMMENT #:** 1858  
**DATE:** 7/1/21 11:36 AM  
**SOURCE:** Website  
**NAME:** Lesa Tobin

---

**COMMENT:**

Please DO NOT put in a wider road or make any changes to Little Cottonwood Canyon. **(32.2.9C)** I am in support of a gondola system up the mountain to Snowbird & Alta. In my opinion a gondola system would be the better choice of the two. **(32.2.9D)**

**COMMENT #:** 1859  
**DATE:** 7/1/21 11:38 AM  
**SOURCE:** Website  
**NAME:** John Erdmann

---

**COMMENT:**

I like the additional bus lane with snow sheds My additional considerations would be:

reduced snow-pack due to global warming. **(32.2.2E)**

improved bike-ability of canyon. **(32.2.9B)**

adaptability/flexibility of infrastructure. **(32.2.9B)**

Increased bus numbers during peak times of day or month. **(32.2.9B)**

Un-planned down-time (1 bus impact vs. entire lift system impact) **(32.2.9B)**

Upgradeability (different buses could be implemented, nat gas, electric, new technology) **(32.2.6.3F)**

Route flexibility (direct busing from point of the mountain, city center, etc.) **(32.2.2I)**

Easy integration into Big Cottonwood **(32.1.1A)**

Great work

**COMMENT #:** 1860  
**DATE:** 7/1/21 11:43 AM  
**SOURCE:** Website  
**NAME:** Hailey Klotz

---

**COMMENT:**

I support the gondola! Better people mover with less environmental impact over time. **(32.2.9D)**

**COMMENT #:** 1861  
**DATE:** 7/1/21 11:44 AM  
**SOURCE:** Website  
**NAME:** David White

---

**COMMENT:**

I support the gondola plan. It works great at Breckinridge and provides more reliable, dedicated and environmentally friendly service. **(32.2.9D)**



**COMMENT #:** 1862  
**DATE:** 7/1/21 11:49 AM  
**SOURCE:** Email  
**NAME:** Michelle Richards

---

**COMMENT:**

PLEASE don't build a gondola up Little Cottonwood Canyon!! An enhanced bus system would be a better option. **(32.2.9E and 32.2.9A)**

Thanks, Michelle Richards

**COMMENT #:** 1863  
**DATE:** 7/1/21 11:52 AM  
**SOURCE:** Website  
**NAME:** Alex H

---

**COMMENT:**

I like the gondola proposal because it's something non skiers could use and something I'd like to take family on in both the winter and summer. **(32.2.9D)**

My concern is the cost. I read that a toll will be established at the base of the canyon. Will this pay for the project? How much will the ski resorts pay? **(32.2.4A and 32.2.7A)**

If the ski resorts won't pay anything/ very much then just put a toll at the bottom of the canyon and don't do either of the options. That will encourage carpooling and will start to raise funds for a future option. **(32.2.2Y)**

At least 70% of funding for the project should come from the resorts and the toll. Anything more is a waste of taxpayer dollars. **(32.2.7A)**

**COMMENT #:** 1864  
**DATE:** 7/1/21 11:56 AM  
**SOURCE:** Website  
**NAME:** James Burt

---

**COMMENT:**

Go GONDOLA!!!? (32.2.9D)

**COMMENT #:** 1865  
**DATE:** 7/1/21 12:00 PM  
**SOURCE:** Email  
**NAME:** Steve Jorgensen

---

**COMMENT:**

Follow up comment.

I don't believe your travel times for regular vehicles. I travel to Alta from Alpine. There is no way it takes me 80 + minutes. I can get there in less than an hour, on the average. So you need to provide more realistic data. I agree, when the canyon is packed, it could take that long. But more often than not I can plane to be there sooner, and that's not leaving super early. Also how fast will the gondola go. I suggest something quick. If the gondola is too slow, those of us that want to break fresh powder will drive our cars, thus defeating the purpose of the gondola. **(32.1.4C and 32.2.4A)**

Thanks

**COMMENT #:** 1866  
**DATE:** 7/1/21 12:02 PM  
**SOURCE:** Website  
**NAME:** William Tobin

---

**COMMENT:**

After review of both options for Little Cottonwood Canyon my opinion is the Gondola would be the best choice. I DO NOT want any changes to be made in Little Cottonwood Canyon. **(32.2.9D)**

**COMMENT #:** 1867  
**DATE:** 7/1/21 12:12 PM  
**SOURCE:** Website  
**NAME:** Pam Huff

---

**COMMENT:**

Thank you for the research you have done on this project. Our family both loves skiing, and values the environment. After thought and weighing options, we support the gondola option. **(32.2.9D)** It provides what we could consider to be the safest option. It is also more environmentally friendly as the many buses will produce additional emissions and the widened road will impact wildlife. **(32.10A and 32.2.13B)** The gondola will also open the road for those who are traveling to non-skiing destinations. I imagine those who don't ski may find travel frustrating during the winter months due to the increase of traffic congestion. In addition, the gondola option makes visiting this area more of an attraction for visitors. Who wants to spend time packed in a bus when they can fly overhead and look at the beautiful scenery utah has to offer. I recognize the upfront cost of this is more, but the gondola option shows that we place value in preserving both the beauty and the wildlife of our area. Thank you for your consideration. Pam Huff

**COMMENT #:** 1868  
**DATE:** 7/1/21 12:19 PM  
**SOURCE:** Website  
**NAME:** Brice Dimond

---

**COMMENT:**

This approach would be fairly consistent with those offerings found in Europe and would not only provide year round viewing and enjoyment up Little Cottonwood Canyon, it also provides an attractive and carbon neutral offering with extended life span. **(32.10A and 32.29D)**

**COMMENT #:** 1869  
**DATE:** 7/1/21 12:25 PM  
**SOURCE:** Website  
**NAME:** Joseph Vickroy

---

**COMMENT:**

I am in favor of the gondola option. Not only will it avoid more paving, emissions and drastic permanent changes in the canyon required by the expanded bus proposal. I believe the gondola will provide a better and more reliable long-term solution. **(32.2.9D)**



**COMMENT #:** 1870  
**DATE:** 7/1/21 12:27 PM  
**SOURCE:** Website  
**NAME:** Kevin Cummisford

---

**COMMENT:**

I favor the bus proposal. **(32.2.9A)** The canyon has increase usage in both summer and winter. Summer trailheads are crowded and could use expanded bus service as a way for more people to use the canyon safely. **(32.2.6.3C)** The gondola has limited usage, only stops at top and bottom, leaving anything in between unchanged.

**COMMENT #:** 1871  
**DATE:** 7/1/21 12:29 PM  
**SOURCE:** Website  
**NAME:** James Pearson

---

**COMMENT:**

Love the gondola! (32.2.9D)

**COMMENT #:** 1872  
**DATE:** 7/1/21 12:30 PM  
**SOURCE:** Website  
**NAME:** Wes Roon

---

**COMMENT:**

Using taxpayer money to fund a gondola that has to be both longer in distance and higher capacity than anything previously built is not a prudent financial decision. **(32.2.7A)** Given that the Gondola is also a transparent cash grab by those who own the proposed base station land and want to use taxpayer money to increase the value of their holdings there are ethical objections as well. **(32.6C and 32.2.2X)** Will the parking at the base be free or will that turn into just another way for a private company to make skiing even more expensive. **(32.2.6B)** Dedicated bus lanes and snow sheds have a proven track record of success and are the only logical choice here. **(32.2.9B)** A gondola will look great on a visit utah brochure but at the end of the day it will cost more money to deliver less utility than a road and bus solution.

**COMMENT #:** 1873  
**DATE:** 7/1/21 12:32 PM  
**SOURCE:** Website  
**NAME:** Gail Connolly

---

**COMMENT:**

Agree with the proposed gondola **(32.2.9D)**

**COMMENT #:** 1874  
**DATE:** 7/1/21 12:39 PM  
**SOURCE:** Website  
**NAME:** Kyle Moran

---

**COMMENT:**

Im for the gondola (32.2.9D)

**COMMENT #:** 1875  
**DATE:** 7/1/21 12:43 PM  
**SOURCE:** Website  
**NAME:** Dakota LeBaron

---

**COMMENT:**

As a former employee on snowbird , a resident of cottonwood heights for 15+ years, and a specialist in sustainable finishes I think the Gondola is a absolutely necessary addition to the canyon. It is the best solution , In my opinion, and I am glad Salt Lake City is moving in a more eco friendly/ sustainable way of life **(32.2.9D)**.

**COMMENT #:** 1876  
**DATE:** 7/1/21 12:45 PM  
**SOURCE:** Website  
**NAME:** Michael Lewis

---

**COMMENT:**

First of all, thank you for providing the public with a voice on this issue. I support using a gondola system for the long term transportation option in Little Cottonwood Canyon. I believe it is a much safer and cost effective transportation option vs expanded roads, avalanche sheds and buses. I also believe it would be a more attractive opportunity for both local citizens as well as out of town tourists who would use it. **(32.2.9D)**

**COMMENT #:** 1877  
**DATE:** 7/1/21 12:46 PM  
**SOURCE:** Website  
**NAME:** Jason Ostler

---

**COMMENT:**

Utahn's do not use the bus, trying to use buses to alleviate the traffic in the canyon will have no impact. **(32.7C)** Additionally all the snow events will still impact travel and create chaos at the mouth of the canyon. The snow sheds cannot protect the entire road and if you get one slide you still need to shut down the entire road. The gondola is the only viable long term solution, it checks all the boxes in alleviating traffic, taking avalanches out of the mix and should help with emissions and pollution. **(32.10A\_ Plus I think it has the added bonus of creating a tourist destination and stimulating the tourism economy for the area. (32.2.9D)**



**COMMENT #:** 1878  
**DATE:** 7/1/21 12:48 PM  
**SOURCE:** Website  
**NAME:** Megan Hancock

---

**COMMENT:**

As a SLC native and frequent LCC snowboarder and hiker, I 100% fully support the gondola option. Not only just to alleviate traffic, which is a nightmare, but also for the environmental impact the increased strain of cars in the canyons adds. Adding buses or widening the road are just short term bandaids and will not help either issue. **(32.2.9D)**

**COMMENT #:** 1879  
**DATE:** 7/1/21 12:52 PM  
**SOURCE:** Website  
**NAME:** KYLE QUINN

---

**COMMENT:**

I am all for a gondola. Please don't widen the road. **(32.2.9C)** I have traveled LCC for almost 30 years and I would love the option of a gondola **(32.2.9D)**

**COMMENT #:** 1880  
**DATE:** 7/1/21 12:53 PM  
**SOURCE:** Website  
**NAME:** Kenastasha Lamont

---

**COMMENT:**

What a wonderful idea! I agree 100% can be reliable, it's safe considering the weather and very helpful to the public! **(32.29D)**

**COMMENT #:** 1881  
**DATE:** 7/1/21 12:53 PM  
**SOURCE:** Website  
**NAME:** Melissa Christiansen

---

**COMMENT:**

I am in support of the gondola option as a means of keeping Wasatch Blvd and the Canyon road less crowded with vehicles, noise pollution, **(32.11D)** and environmental pollution. The gondola option also allows those areas to maintain their natural wildlife and habitat and provide long-term sustainability as Utah continues to grow. **(32.13A and 32.2.9D)**

**COMMENT #:** 1882  
**DATE:** 7/1/21 12:56 PM  
**SOURCE:** Website  
**NAME:** Jesse Eng

---

**COMMENT:**

As an avid skier, at 100 times per season, who has been skiing LCC for the last 13 years, I have seen the exponential growth of Utah skiing population and the canyon cannot sustain this growth, even with expanding the canyon road. I believe a canyon gondola plus an expanded park and ride lot, roughly the size of the Canyons resort cabriolet lot, would be the best option for those not wanting to pay a fee to drive up the canyon during the ski season. **(32.2.9D)**

**COMMENT #:** 1883  
**DATE:** 7/1/21 12:57 PM  
**SOURCE:** Website  
**NAME:** James Whitcomb

---

**COMMENT:**

My recommendation is to install a gondola. The canyon cannot support increased vehicular traffic. They have had tremendous success utilizing gondola style technology, in Europe and whistler. We should do the same. **(32.2.9D)**

**COMMENT #:** 1884  
**DATE:** 7/1/21 12:57 PM  
**SOURCE:** Website  
**NAME:** Suzanne McCown

---

**COMMENT:**

I think the gondola will be the best option. Ideally we would do but. But seeing as that won't happen, I'm voting for the gondola. **(32.2.9D)**

**COMMENT #:** 1885  
**DATE:** 7/1/21 12:59 PM  
**SOURCE:** Website  
**NAME:** Logan Bentley

---

**COMMENT:**

I am a local that grew up in South Jordan and have been using the canyons my whole life. I am a climber, hiker, and backcountry skier. I am concerned about the Gondola proposal because it will have a negative environmental impact and will negatively impact some of the climbing areas in the canyon. **(32.4B)** We already have pretty close to the infrastructure we need for the canyon but the problem is that we're not using it efficiently. We need to establish a culture of carpooling and taking buses. I feel like if we added a bus specific lane, it would have less of a negative environmental impact and when people are stuck in traffic while they watch buses pass them, it will motivate them to take buses. **(32.2.4A)** The Gondola only caters to the ski resorts. Buses could cater to all. I don't want my tax dollars to go to a Gondola that only provides true value to the ski resorts. **(32.2.7A)**



**COMMENT #:** 1886  
**DATE:** 7/1/21 1:07 PM  
**SOURCE:** Website  
**NAME:** Olivia Olsen

---

**COMMENT:**

I am not in favor of a gondola. **(32.2.9E)** A gondola would be an eyesore in one of the most beautiful places in Utah. **(32.17A)** It only serves the traffic in the winter and it wouldn't increase efficiency for a skier to access the mountains. **(32.7C)** It's a way to use public tax dollars to benefit two private businesses. **(32.2.7A and 32.6A)** The gondola would be environmentally degrading from the construction. Traffic will be backed up further into the suburbs of sandy. **(32.2.6.5E)** I would prefer an express bus lane which would also decrease the amount of Co2 emitted up the canyon **(32.10A)**. The gondola ONLY favors Snowbird and Alta as a BUSINESS. It does not favor the backcountry user.

**COMMENT #:** 1887  
**DATE:** 7/1/21 1:08 PM  
**SOURCE:** Website  
**NAME:** Brian Hoyt

---

**COMMENT:**

increasing traffic lanes etc is NOT the answer. gondola lift is preferable, but with increase in capacity. charge an extensive fee for driving personal vehicles up the canyon and for parking. **(32.2.9D)**

**COMMENT #:** 1888  
**DATE:** 7/1/21 1:09 PM  
**SOURCE:** Website  
**NAME:** Karyn Minor

---

**COMMENT:**

Please install the gondola. The area is already disturbed from houses, the road, and traffic. This will also help to reduce air pollution. **(32.2.9D and 32.10A)**  
Thank you

**COMMENT #:** 1889  
**DATE:** 7/1/21 1:14 PM  
**SOURCE:** Website  
**NAME:** Bryane Goeringer

---

**COMMENT:**

I feel that a gondola is the best option to mitigate traffic, reduce CO2 and conserve Little Cottonwood Canyon. **(32.2.9D and 32.10A)**

**COMMENT #:** 1890  
**DATE:** 7/1/21 1:19 PM  
**SOURCE:** Website  
**NAME:** Craig Lumley

---

**COMMENT:**

I'm in favor of a gondola option **(32.2.9D)**

**COMMENT #:** 1891  
**DATE:** 7/1/21 1:22 PM  
**SOURCE:** Website  
**NAME:** Keane Horner

---

**COMMENT:**

Gondola please! (I am not a robot.) **(32.2.9D)**

**COMMENT #:** 1892  
**DATE:** 7/1/21 1:23 PM  
**SOURCE:** Website  
**NAME:** Patrick Maggard

---

**COMMENT:**

I strongly believe that the gondola from La Caille is the best alternative for the environment, people, ski resorts, access not obstructed by storms and a myriad of other smaller reasons. **(32.2.9D)**

**COMMENT #:** 1893  
**DATE:** 7/1/21 1:26 PM  
**SOURCE:** Website  
**NAME:** Henry Allison

---

**COMMENT:**

I strongly support the gondola option. Let's make an investment in something we can be proud of, a safe way to get people up little cottonwood canyon that does not involve increasing air pollution or widening lanes - it is the clean air and sense of natural beauty that we love LCC for in the first place! **(32.10A, 32.17A, and 32.17B)** The gondola option will cut down on traffic and prevent accidents (see-save lives). It will also be more egalitarian - owning a four wheel drive vehicle with snow tires is expensive, yet another way that outdoor sports (skiing especially) are restricted to wealthier folks. Let's invest in lasting infrastructure, care for our planet, build community, widen access, keep people safe and more by choosing the gondola option!!! **(32.2.9D)**



**COMMENT #:** 1894  
**DATE:** 7/1/21 1:28 PM  
**SOURCE:** Website  
**NAME:** Cyndi Sharkey

---

**COMMENT:**

Thank you UDOT for narrowing this down to two unbiased and realistic options and providing a lot of information for us to digest.

In considering both reliability and mobility, one thing is clear: The greatest problems we have in LCC relate to avalanches. This canyon is the most avalanche-prone in America, and third in the world. The transportation solution that has the greatest potential to overcome that risk should have the highest priority. That's the gondola. **(32.2.9D)**

The gondola is the most environmentally-friendly (less air and water pollution), its implementation and operation are less impactful to the canyon and wildlife, it gets more people out of vehicles, and it adds greater safety in terms of ingress and egress in emergencies. **(32.10A, 32.12A, and 32.13A)**

While the bus option has better flexibility, it requires miles of destructive road widening in a very narrow canyon, creates more air and watershed pollution, and poses the same old transit delay problems in inclement weather. **(32.10A and 32.12B)** Can a decades-old transportation problem be best resolved by doing more of the same even if avalanche sheds are added? There are 64 slide paths in LCC! Let's take a big step toward fixing the transit problem (gondola), not just inching toward some improvement (more buses), and let's prioritize the canyon environment while doing it.

**COMMENT #:** 1895  
**DATE:** 7/1/21 1:28 PM  
**SOURCE:** Website  
**NAME:** Holland Newton

---

**COMMENT:**

The Gondola option seems VERY expensive for something that would be useful, what - 10 days/year? **(32.1.4D and 32.1.2B)** If tourist taxes are going to pay for it, then I guess it's a good solution. But if locals are going to pay for it then it's not worth it. **(32.2.7A)** The scalability of busses seems to make more sense - even if some busses sit unused occasionally. **(32.2.6.3D)**  
Thanks

**COMMENT #:** 1896  
**DATE:** 7/1/21 1:34 PM  
**SOURCE:** Website  
**NAME:** Keri Miner

---

**COMMENT:**

I support the gondola solution. (32.2.9D)

**COMMENT #:** 1897  
**DATE:** 7/1/21 1:41 PM  
**SOURCE:** Website  
**NAME:** Nathan Stuart

---

**COMMENT:**

Please select alternative B, the gondola. I think anything put in should not be affected by road conditions, hence making the gondola my preferred choice. **(32.2.9D)**

**COMMENT #:** 1898  
**DATE:** 7/1/21 1:42 PM  
**SOURCE:** Website  
**NAME:** Ahmad Hammoud

---

**COMMENT:**

I think the Gondola route will be the best option from a transportation and reducing the carbon impact in Little Cottonwood canyon prospection. Having that Gondola also makes the canyon much more accessible no matter what the road conditions are. No more waiting in traffic for hours to get to Alta and no more getting stuck on the mountains due to avalanches. **(32.2.9D and 32.10A)**

**COMMENT #:** 1899  
**DATE:** 7/1/21 1:45 PM  
**SOURCE:** Website  
**NAME:** Rachael Webb

---

**COMMENT:**

Gondola 100%! (32.2.9D)

**COMMENT #:** 1900  
**DATE:** 7/1/21 1:47 PM  
**SOURCE:** Website  
**NAME:** Oliver Diamond

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**COMMENT:**

I support the gondola. **(32.2.9D)**

**COMMENT #:** 1901  
**DATE:** 7/1/21 1:47 PM  
**SOURCE:** Website  
**NAME:** Travis English

---

**COMMENT:**

I support the gondola proposal. **(32.2.9D)** As a resident of the area at the base of both canyon, I can say traffic is a huge issue to the point where we cannot leave our neighborhoods due to people blocking the roads into our neighborhoods or thinking we are people trying to cut the wait line so they dont let us in. This poses an issue for emergency services into our neighborhood and plowing services. **(32.7B)** I also see drivers in little cottonwood speeding in all conditions and not obeying safety laws. The reduced vehicle traffic would allow law enforcement to better respond to incidents, patrol areas, enforce speed laws and traction laws. We have seen the bus schedule increased these past winters to mitigate the growth but the avalanche risk and driving risk is still present, especially with other drivers on the road trying to pass the busses. I love the canyons, but as a resident of the area, it makes me not want to explore them in the winter with the congestion and safety risk. **(32.7C)**



**COMMENT #:** 1902  
**DATE:** 7/1/21 1:52 PM  
**SOURCE:** Website  
**NAME:** Bryan Holmes

---

**COMMENT:**

No to the gondola! Extremely irresponsible use of tax dollars. Socialism for the rich. **(32.2.7A)**

**COMMENT #:** 1903  
**DATE:** 7/1/21 1:52 PM  
**SOURCE:** Website  
**NAME:** Mark Pogue

---

**COMMENT:**

The Bus solution is better and the gondola doesn't service areas for backcountry users like an expanded service bus route would. **(32.2.9A and 32.2.6.3C)**

**COMMENT #:** 1904  
**DATE:** 7/1/21 1:53 PM  
**SOURCE:** Website  
**NAME:** Trevor Katz

---

**COMMENT:**

Gondola not gonna stop anywhere but the resorts? why are the tax dollars going there then if it just benefits resorts and resort users. **(32.2.7A)** How bout if the resort wants a gondola they pay for the whole thing themselves. i'm team bus lane, just skrt it around the classic bouldering !!!! **(32.2.9B and 32.4B)**

**COMMENT #:** 1905  
**DATE:** 7/1/21 1:55 PM  
**SOURCE:** Website  
**NAME:** Amy Dall

---

**COMMENT:**

I wholeheartedly disagree with a gondola going into LCC. **(32.2.9E)** This is the wrong thing for a pristine canyon. It will be an eyesore in a spectacular canyon and will limit use to those fancy folks who can afford the time and money it will take to ride a gondola. **(32.17A and 32.2.4A)** This would increase the division that already exists between the haves and have nots. No thank you! **(32.5A)**

**COMMENT #:** 1906  
**DATE:** 7/1/21 1:55 PM  
**SOURCE:** Website  
**NAME:** Luke Richins

---

**COMMENT:**

I think busses are the way to go. A taxpayer-funded gondola will take away from the beauty and mystique of the Cottonwoods. **(32.17A)** Busses (especially if run like Zion NP) could cause much less environmental damage, provide better access to lesser-used trailheads, and overall a better experience. **(32.2.9A, 32.2.6.3C, and 32.2.2B)**

The gondola will make the ski resorts, politicians, and La Caille richer, and use taxpayer money. The buses benefit all! **(32.2.7A)**

**COMMENT #:** 1907  
**DATE:** 7/1/21 1:58 PM  
**SOURCE:** Website  
**NAME:** Anna Ratliff

---

**COMMENT:**

The bus routes are by far the superior option year round for all users and the environment. **(32.2.6.3C)**  
The gondola would solely benefit Alta, snowboard and la Caille owners with no benefit for BCC and many different canyon users. **(32.2.7A)** The gondola is short sighted, expensive, and would drastically alter the atmosphere in LCC forever. Make bus routes enhanced, more convenient with direct stops to trailheads and resort! **(32.2.6.3C)**

**COMMENT #:** 1908  
**DATE:** 7/1/21 1:58 PM  
**SOURCE:** Website  
**NAME:** Justin Lambert

---

**COMMENT:**

Please do not build this gondola up the mountain, you're only benefiting big business and not local interest or, most importantly, wildlife. **(32.2.7A and 32.13A)** This would only do more harm than good.

**COMMENT #:** 1909  
**DATE:** 7/1/21 2:00 PM  
**SOURCE:** Website  
**NAME:** Julian Diamond

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**COMMENT:**

I support the gondola **(32.2.9D)**



**COMMENT #:** 1910  
**DATE:** 7/1/21 2:09 PM  
**SOURCE:** Website  
**NAME:** Nicholas Frazier

---

**COMMENT:**

The gondola idea for LCC is a bad idea that only benefits Alta and Snowbird ski resorts. **(32.2.9E, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** An alternative is needed that benefits all Utahns. **(32.7C)** Additionally, the gondola is an eyesore and will cause destruction to the natural beauty of LCC. **(32.17A)** The expanded bus service is a better idea but could also be aided by the idea of a toll or permit for using the road to bring additional funding to UDOT and also persuade drivers to carpool and/or use the bus. **(32.2.4A)** Lastly, more restrictions on the types of vehicles going up the canyon during winter months will help reduce accidents that back up traffic and/or close the canyon altogether. Vehicles without 4-wheel drive and snow tires should not be allowed up regardless of weather conditions on a particular day. **(32.2.2M and 32.2.4A)** Weather and road conditions change quickly in LCC and those stuck up the canyon cause accidents and delays. Please be more creative with the bus system and toll implementation rather than build a fancy and expensive gondola that only benefits a select few (i.e., the ski resorts). **(32.2.9A)**

**COMMENT #:** 1911  
**DATE:** 7/1/21 2:11 PM  
**SOURCE:** Website  
**NAME:** Geoffrey Crockett

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**COMMENT:**

I like the gondola idea. But you need way more parking at the LaCaille station, like 4000 spaces. **(32.2.6.5J)** And I'd like to see the gondola stop a few more places along the way. **(32.2.6.5G)** Just Alta and Snowbird is not fair to the rest of taxpayers funding the project and using the canyon. And it opens it to year round use. **(32.2.7A)**

**COMMENT #:** 1912  
**DATE:** 7/1/21 2:14 PM  
**SOURCE:** Website  
**NAME:** Marc Coles-Ritchie

---

**COMMENT:**

Buses are the best way to get more people up the mountain quickly. The buses need to be given priority over cars. If people seek skiers getting up the mountain faster in buses they will choose that option in the future as long as the buses are frequent and there are spaces to sit. Buses need to be the priority. We need to provide better alternatives to cars. And we need the buses in the summer too because of all the cars that bring up hikers. People are not the problem, cars are the problem. **(32.2.9B and 32.2.6.3G)**

**COMMENT #:** 1913  
**DATE:** 7/1/21 2:16 PM  
**SOURCE:** Website  
**NAME:** Greg Powers

---

**COMMENT:**

My wife and I live in the Willow Creek neighborhood between the Canyons.

We are in the mountains every week in both the winter and summer.

One of our favorite hikes is Red Pine lake. When it opens up to the lookout out the mouth of the canyon and out to the valley it's breathtaking. To me it's always been a treasure to have that kind of connection to nature so close to us.

I've read the EIS on the options and agree something needs to be done for winter peak ski day traffic. The bus choice is obvious for a lot of reasons, commute time, scalability, flexibility, and cost. In addition to that I would like to add my believe as a frequent and lifetime user of the canyon that the bus will prevent a disruption in the natural beauty of the canyon that is such an amazing asset to have so close to a major metropolitan area. **(32.2.9A, 32.17A, and 32.17B)**

The beauty already sells the tourism and revenue to the rest of the world in a way that a more expensive, irreversible, and unnatural blot on the canyon like the gondola never can. **(32.17A)**

Please consider the environmentally and financially responsible option. It's less sexy, but if you can separate yourselves from the desire to do the biggest and "coolest" project then I think you'll agree it's by far and away more prudent.

**COMMENT #:** 1914  
**DATE:** 7/1/21 2:16 PM  
**SOURCE:** Email  
**NAME:** Marc Coles-Ritchie

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**COMMENT:**

Buses are the best way to get more people up the mountain quickly. The buses need to be given priority over cars. If people seek skiers getting up the mountain faster in buses they will choose that option in the future as long as the buses are frequent and there are spaces to sit. Buses need to be the priority. We need to provide better alternatives to cars. And we need the buses in the summer too because of all the cars that bring up hikers. People are not the problem, cars are the problem. **(32.2.9B and 32.2.6.3G)** .

Thanks,

Marc

**COMMENT #:** 1915  
**DATE:** 7/1/21 2:20 PM  
**SOURCE:** Website  
**NAME:** David Rix

---

**COMMENT:**

I am in support of the Gondola option, I worked at Snowbird for 2 years and was able to witness the best and the worst in traveling up the canyon. Gondola seems to serve all of the positive options, low emission, quiet, reliable in all weather conditions and accessible to all. Looking forward to one day joining back with my Snowbird family, can't wait. **(32.2.9D)**

**COMMENT #:** 1916  
**DATE:** 7/1/21 2:21 PM  
**SOURCE:** Website  
**NAME:** Micah Banks

---

**COMMENT:**

Please anything but the gondola, it only serves the 2 ski resorts and no backcountry users. The last thing LCC needs is more people up that canyon. **(32.2.9E and 32.20C)**

**COMMENT #:** 1917  
**DATE:** 7/1/21 2:24 PM  
**SOURCE:** Website  
**NAME:** Maria Crowder

---

**COMMENT:**

I support the gondola option for the Little Cottonwood Canyon project. It is a much better long-term solution for our growing state and influx of residents and tourists. We need to reduce carbon emissions wherever we can, especially in the winter during inversion season. **(32.10A)** It's not only a good solution to the traffic problem but an amazing engineering feature that would draw people in. Please choose the gondola for our canyon! **(32.2.9D)**



**COMMENT #:** 1918  
**DATE:** 7/1/21 2:29 PM  
**SOURCE:** Website  
**NAME:** Sarah Kuntz

---

**COMMENT:**

If cars are allowed at all, people will not take these methods of transportation. People will probably even be willing to pay a toll. People are so use to having the luxury of their car that it's going to be really hard to get them to use other forms of transportation. **(32.2.4A)** We need to make the canyon buses only like they do at Zion national park. **(32.2.2B)** These buses also need to stop at more places than the resorts or they are only benefiting the resorts who should be paying for this fix in the first place. **(32.2.6.3G and 32.2.7A)** These solutions just take too long if there is a driving option. We also need to resorts to provide free lockers if people are not allowed to park so people have access to a place to store their gear. **(32.2.3A)** If the parking lots aren't being used by cars they can add outdoor lockers. If we no longer allow cars, we don't even need to make the road wider, how is this not an option on the table? Exceptions can be made For residents of Alta.

**COMMENT #:** 1919  
**DATE:** 7/1/21 2:29 PM  
**SOURCE:** Website  
**NAME:** David Dreyfuss

---

**COMMENT:**

The additional bus lanes is the more practical proposal. It will provide long range benefit for most people on both on a cost/benefit and enviornmental basis. If a bus breaks down it can be moved to resume the flow of traffic. If a gondola breaks down there is no alternative for relief.

**(32.2.9B)**

**COMMENT #:** 1920  
**DATE:** 7/1/21 2:30 PM  
**SOURCE:** Website  
**NAME:** Vanessa Greenfield

---

**COMMENT:**

I am against the gondola, **(32.2.9E)** I do not think it will do anything for the days avalanche danger is high in the canyon. Avalanche danger will interfere with running the gondola, and the gondola will likely often have to shut down due to wind and other factors. **(32.2.6.5K)**

**COMMENT #:** 1921  
**DATE:** 7/1/21 2:33 PM  
**SOURCE:** Website  
**NAME:** Andrew Drennan

---

**COMMENT:**

As someone who likely stands to benefit from the construction of the gondola, I must personally say the gondola is not a good option. **(32.2.9E)** It will leave a permanent scar up an otherwise incredible canyon. **(32.17A)** As this problem is seasonal and at that only really on weekends, it seems as though a better option would be to close the road to private vehicles on peak weekends and run a greatly expanded bus service instead. **(32.2.2B)** This option would limit the huge disturbance that both options will present to the watershed, to the views, and to the taxpayer. **(32.12A, 32.17A, and 32.2.7A)** A greatly expanded bus service will create additional longer-term jobs for our community as well compared to the short-lived jobs a construction problem will create.

**COMMENT #:** 1922  
**DATE:** 7/1/21 2:34 PM  
**SOURCE:** Website  
**NAME:** Lewis Lindsay

---

**COMMENT:**

Gondola would be great. **(32.2.9D)**

**COMMENT #:** 1923  
**DATE:** 7/1/21 2:34 PM  
**SOURCE:** Website  
**NAME:** Peter Vars

---

**COMMENT:**

Please no gondola. **(32.2.9E)** It won't help traffic in any significant way. **(32.7C)** It will just be an eyesore in the canyon, enriching private business interests at the public's expense. **(32.17A and 32.2.7A)**

**COMMENT #:** 1924  
**DATE:** 7/1/21 2:35 PM  
**SOURCE:** Website  
**NAME:** Ryan Johnson

---

**COMMENT:**

I love this Gondola idea. Now let's pray for 700 inches of the best snow on earth **(32.2.9D)**

**COMMENT #:** 1925  
**DATE:** 7/1/21 2:39 PM  
**SOURCE:** Website  
**NAME:** Michele Brooks

---

**COMMENT:**

Worst idea ever. Ruins visual beauty of canyon with mechanical monstrosity. No guarantee that weather will not "ground," it **(32.29D)**



**COMMENT #:** 1926  
**DATE:** 7/1/21 2:41 PM  
**SOURCE:** Website  
**NAME:** Mike Montmorency

---

**COMMENT:**

As a life long resident of Salt Lake County and user of LCC I would like to express my thoughts regarding the proposed alternatives to the traffic congestion in LCC during the winter time. I can definitely support the adding of busses at peak times to address the problem and I cannot support a gondola in LCC. **(32.2.9A and 32.2.9E)**

LCC was formed by glacial activity over 14,000 years ago, this is a very unique environ that creates stunning views as one travels down the canyon. During the winter after a fresh snow and the skies have cleared you can see all the way across the Salt Lake Valley to the Oquirrh Mountains. This vista creates some of the most fantastic sunsets in Utah. **(32.17A and 32.17B)**

To install a gondola with towers approaching 250 feet in height, along with the cable system and gondola cars, would destroy this treasure of a canyon and its impressive views. **(3217A)**

I live on the southwest side of Salt Lake County and can see hidden peak and the top tower of the Snowbird tram from my home. I do not want to see multiple gondola towers, cables and gondola cars!

LCC is a very unique canyon and it offers recreational opportunities in close proximity to a populated urban area. We need to look and preserving the beauty of the canyon and dealing with the number of visitors in a way that has the fewest negative impacts. Therefore I urged UDOT to choose the Bus Alternative for LCC. **(32.2.9A)**

**COMMENT #:** 1927  
**DATE:** 7/1/21 2:47 PM  
**SOURCE:** Website  
**NAME:** Jerome Kuntz

---

**COMMENT:**

If you do not force the resorts to invest in free/affordable lockers no optional public transportation will ever be successful. **(32.2.3A)** Neither of the proposed options feels like it will create a benefit for skiers and riders to use it over driving themselves up. **(32.2.4A)**  
We also aren't helping anything in the summer.

**COMMENT #:** 1928  
**DATE:** 7/1/21 2:48 PM  
**SOURCE:** Website  
**NAME:** Rasa Karosas

---

**COMMENT:**

Gondola!!! (32.2.9D)

**COMMENT #:** 1929  
**DATE:** 7/1/21 2:48 PM  
**SOURCE:** Website  
**NAME:** Melissa Lopez

---

**COMMENT:**

Gondola (32.2.9D)

**COMMENT #:** 1930  
**DATE:** 7/1/21 2:49 PM  
**SOURCE:** Website  
**NAME:** Misty Taylor

---

**COMMENT:**

I feel strongly that the best available option is the Gondola. This is the only option on the table that will drastically help our air and can get people to and from the mouth of the canyon regardless of road conditions. **(32.2.9D and 32.10A)**

**COMMENT #:** 1931  
**DATE:** 7/1/21 2:50 PM  
**SOURCE:** Website  
**NAME:** Nels Nichols

---

**COMMENT:**

I'm for the bus. I'm a 2nd generation cabin owner up BCC, and what affects one canyon affects the other. I believe the bus will be better short and long term, and serve locals best. **(32.2.9A)**

**COMMENT #:** 1932  
**DATE:** 7/1/21 2:53 PM  
**SOURCE:** Website  
**NAME:** Jeremy Steck

---

**COMMENT:**

Please extend the 45 day public review period for these transportation options to allow adequate time for all user groups to fully understand the details and comment. Also, there does not appear to be an equal marketing push behind the bus solution when compared to the gondola one. Please provide an equivalent level of detail for the bus plan. **(32.29A and 32.2.6E)**

**COMMENT #:** 1933  
**DATE:** 7/1/21 2:54 PM  
**SOURCE:** Website  
**NAME:** Andrea Palmer

---

**COMMENT:**

Hi, please consider the impact that widening the road has on our climbing community and classic boulder routes that will be threatened if we widen the roads. **(32.4A)** I propose that we have a shuttle system like Zion. During peak hours, (7-5) you're required to take the shuttle to your destination with frequent stops to all of the Backcountry and climbing trailheads. **(32.2.2B)** I also think that we should charge a \$100 yearly usage fee or \$5.00 daily fees like Millcreek, to promote stewardship and environmental initiatives. **(32.1.2C and 32.2.4A)**



**COMMENT #:** 1934  
**DATE:** 7/1/21 2:55 PM  
**SOURCE:** Website  
**NAME:** Jonathan Balk

---

**COMMENT:**

The gondola is not an ideal solution by any measure. Limited ability to reduce traffic, fails to serve extra trailheads, would become an eyesore. **(32.7A, 32.2.6.5G, and 32.17A)** Please ADD BUSES NOT GONDOLAS! **(32.2.9A and 32.2.9E)**

**COMMENT #:** 1935  
**DATE:** 7/1/21 2:55 PM  
**SOURCE:** Website  
**NAME:** Adam Turville

---

**COMMENT:**

Very opposed to a gondola. **(32.2.9E)** By the time I've driven all the way to the mouth of the canyon, I'm not going to want to change modes of transportation. **(32.2.4A)** I'd rather board a train or bus that is connected with the rest of the public transit system near my home and stay on the same mode of transportation all the way to the resorts or trailheads. **(32.2.2I and 32.2.6.3C)** Visually, it would be unfortunate to scar the view with an aerial tram. **(32.17A)**

**COMMENT #:** 1936  
**DATE:** 7/1/21 2:56 PM  
**SOURCE:** Website  
**NAME:** William Kurek

---

**COMMENT:**

It would be incredibly short sighted to install a gondola prior to a genuine implementation of a dedicated bus lane. Right now, the incentive to ride transit is simply not there, while a heavily enforced, high-frequency/high capacity bus could reduce congestion considerably. **(32.2.9B and 32.7C)**

Further, the gondola will be extremely expensive, will specifically benefit one specific recreation market, and will be a permanent aerial fixture to the canyon. Recreators who don't ski will be unfairly burdened with unsightly, permanent infrastructure. **(32.2.7A and 32.4A)**

Give the busses an earnest chance. If that doesn't work, no harm had occurred and we can revisit the gondola solution. To implement it now would be short sided and frankly appears to be an unfair handout to ski resorts which already control so much of our public mountain wilderness.

**COMMENT #:** 1937  
**DATE:** 7/1/21 2:57 PM  
**SOURCE:** Website  
**NAME:** Erica Hugie

---

**COMMENT:**

The gondola is a wonderful idea and should be implemented as soon as possible! **(32.2.9D)**

**COMMENT #:** 1938  
**DATE:** 7/1/21 2:59 PM  
**SOURCE:** Website  
**NAME:** Patrick Gibbs

---

**COMMENT:**

Please no to the gondola. It does not make sense. (32.2.9E) I can not see a world where this works parking will be extremely congested in the valley. (32.2.6.5E) I would like to expand parking and have an exclusive bus lane. Thanks. (32.2.9B)

**COMMENT #:** 1939  
**DATE:** 7/1/21 3:00 PM  
**SOURCE:** Website  
**NAME:** Arthur Diamond

---

**COMMENT:**

I support the gondola. (32.2.9D)

**COMMENT #:** 1940  
**DATE:** 7/1/21 3:05 PM  
**SOURCE:** Website  
**NAME:** Patrick Egbert

---

**COMMENT:**

The Gondola would be an amazing experience for me and my family. I grew up at the base of Little Cottonwood Canyon and have always loved the canyon. Transportation is an issue and I believe after studying the options that the Gondola will be the best long-term solution. **(32.2.9D)**

**COMMENT #:** 1941  
**DATE:** 7/1/21 3:05 PM  
**SOURCE:** Website  
**NAME:** Jeff Brown

---

**COMMENT:**

You propose 2,500 parking spaces combined for the two mobility hubs and La Caille... so let's say an average of 2 people per car. That's 5000 people, and probably even more than that, but the gondola will only carry ~1000 per hour. Doesn't quite add up... ??? **(32.2.6.5N)**

Why not build a regular gondola with 8-10 person cars? Those can carry a lot more people. Winter Park says theirs is 3,600/hour. **(32.2.6.5N)**

A gondola is not a bad idea, but it actually has to work without making people wait a \*long\* time to board it (in either direction). Otherwise, you're just taking the traffic jam and moving it from the road to the lines at the gondola and buses. **(32.2.6.5C)** Or people will just not use it.

You need to do it in a way that actually works for skiers.



**COMMENT #:** 1942  
**DATE:** 7/1/21 3:16 PM  
**SOURCE:** Website  
**NAME:** Mike Peterson

---

**COMMENT:**

Do what's best for all LCC users - not just for Snowbird/Alta users and esp. their owners. My vote would be for bus service and lane expansion. **(32.2.9B and 32.7A)**

**COMMENT #:** 1943  
**DATE:** 7/1/21 3:16 PM  
**SOURCE:** Website  
**NAME:** Amy Jenness

---

**COMMENT:**

SLC is known for its access to outdoor recreation. Yes, traffic is annoying, no one enjoys it. But why take away space in the canyon that makes SLC the draw it is for climbers, skiers, and tourists. Widening the road will create lasting damage to the beauty the canyon offers and take away access to climbing and bouldering. **(32.17B and 32.4B)**  
A gondola isn't the solution we need. Widening the road might work, but PLEASE consider what you're taking away before ruining the landscape beyond repair. Don't ruin the outdoor spaces that make SLC world class. **(32.29G)**  
Thank you!

**COMMENT #:** 1944  
**DATE:** 7/1/21 3:22 PM  
**SOURCE:** Website  
**NAME:** Arielle Gordon-Rowe

---

**COMMENT:**

The proposed gondola threatens the best interests of the communities and ecosystems in and surrounding lcc. Developing a gondola would not be the right solution to mitigating traffic and emissions in the ever-popularizing canyon. **(32.13A and 32.2.9E)**

**COMMENT #:** 1945  
**DATE:** 7/1/21 3:24 PM  
**SOURCE:** Website  
**NAME:** Kordell Black

---

**COMMENT:**

Taxpayer funded resort expansion. **(32.2.7A)** What about trail heads? **(32.2.6.3C and 32.2.6.5G)** WhT about traffic in cottonwood heights? **(32.7B)** And what about another eye sore for profit. **(32.17A and 32.17B)** No no no.

**COMMENT #:** 1946  
**DATE:** 7/1/21 3:26 PM  
**SOURCE:** Website  
**NAME:** Johnny Williams

---

**COMMENT:**

No, this is a horrible idea **(32.29D)**

**COMMENT #:** 1947  
**DATE:** 7/1/21 3:46 PM  
**SOURCE:** Website  
**NAME:** Martin Huebner

---

**COMMENT:**

Gondola is the only alternative to widening 201. UTA is responsible for security @ base?  
With 36 people per car I can envision some illegal behavior during high season **(32.2.6F)**  
Each car climate control or default settings? **(32.2.6.5U)**

**COMMENT #:** 1948  
**DATE:** 7/1/21 3:52 PM  
**SOURCE:** Website  
**NAME:** William Hamann

---

**COMMENT:**

Hello,

I would like to comment on the EIS' completed regarding travel on Highway 209 and 210. I believe these areas are some of the most beautiful in the world and should be conserved as much as possible. To this end, I believe the expanded bus options are acceptable while the gondola option is totally unacceptable. **(32.2.9A, 32.2.9B, and 32.2.9E)** It visually impacts the natural beauty, **(32.17A)** requires a convoluted travel plan (car to hub to bus to gondola,) and is more expensive. This plan seems to only benefit the ski resorts and doesn't benefit canyon users or the community at large more than the bus options in any way. **(32.2.7A and 32.2.6.3C)**

Thank you!  
Will Hamann"

**COMMENT #:** 1949  
**DATE:** 7/1/21 3:55 PM  
**SOURCE:** Website  
**NAME:** Michael Longson

---

**COMMENT:**

I'm believe the option for a gondola is best. (32.2.9D)



**COMMENT #:** 1950  
**DATE:** 7/1/21 3:57 PM  
**SOURCE:** Website  
**NAME:** Rebecca Meier

---

**COMMENT:**

I am in full support of the Gondola solution. Build it and we will come. **(32.2.9D)**

**COMMENT #:** 1951  
**DATE:** 7/1/21 3:58 PM  
**SOURCE:** Website  
**NAME:** Brian Langer

---

**COMMENT:**

comment from a frequent California ski visitor. Love UT skiing in general and Alta Snowbird MOST - for > 35 yrs . i'm sure this complex plan and project will be carefully analyzed from all angles. the though of elimating LCC drive is a wonderful. **(32.29D)** i hope a well laid plan includes aligning expected # of skiers w/lift capacity. pls don't increase the lines. **(32.2.6.5C)** my other two cents is to recommend development of more hotels, housing and restraunts at hill top. frankly i opt for Sandy w/LCC drive because there is just nothing to do on hill top....its boring and my favorite place in the world to ski i hope the plan is approved. cheers"

**COMMENT #:** 1952  
**DATE:** 7/1/21 4:01 PM  
**SOURCE:** Website  
**NAME:** Ballenger Harris

---

**COMMENT:**

Gondola. Road expansion will cause permanent changes to the mountain which will be unsightly...I don't want little cottonwood to turn into vail... **(32.17B and 32.2.9D)**

**COMMENT #:** 1953  
**DATE:** 7/1/21 4:05 PM  
**SOURCE:** Website  
**NAME:** Adelaide Ryder

---

**COMMENT:**

The gondola option is elitist and not environmentally sound. Please consider the bus option with UTA. This will serve the community in a more fair and sustainable manner. **(32.2.9A)**

**COMMENT #:** 1954  
**DATE:** 7/1/21 4:05 PM  
**SOURCE:** Website  
**NAME:** Traci Salisbury

---

**COMMENT:**

The gondola up LCC seems incredibly short sighted and disruptive. Please do not go forward with this option **(32.2.9E)**

**COMMENT #:** 1955  
**DATE:** 7/1/21 4:06 PM  
**SOURCE:** Website  
**NAME:** David Sjoberg

---

**COMMENT:**

I will make a trip to Utah even in off-season just to ride that gondola if it is built! (32.2.9D)

**COMMENT #:** 1956  
**DATE:** 7/1/21 4:11 PM  
**SOURCE:** Website  
**NAME:** Will McKay

---

**COMMENT:**

" support the Gondola B option. I believe that although it will be an eye sore, it will reduce canyon traffic for those wishing to utilize the backcountry rather than the resort. **(32.17A and 32.7C)** Salt Lake City has one of the largest backcountry user groups in the entire country and reducing travel time for both user groups needs to be considered. The gondola, if implemented, needs to accommodate the non-resort user as well. **(32.2.6.5G)** If I want to ride the lift through the canyon and ski across the road on Mount Superior, that needs to be allowed and cost the same or less if I do not plan on using the resort. **(32.2.4A)** I do not support however the removal of road side parking past Snowbird entry #1. This reduces the access for backcountry recreation in the Wasatch. **(32.2.9H and 32.4H)**

**COMMENT #:** 1957  
**DATE:** 7/1/21 4:15 PM  
**SOURCE:** Website  
**NAME:** Hollie Brown

---

**COMMENT:**

Sad that things have come to this (too many damn people), but since this issue needs to be addressed, this seems like a good option. The reduction of emissions by almost 60% is huge. **(32.10A)** Thanks for thinking of alternatives. Sign me up! **(32.2.9D)**



**COMMENT #:** 1958  
**DATE:** 7/1/21 4:17 PM  
**SOURCE:** Website  
**NAME:** Jennifer Sexsmith

---

**COMMENT:**

Our household is in favor of the gondola option. (32.2.9D)

**COMMENT #:** 1959  
**DATE:** 7/1/21 4:22 PM  
**SOURCE:** Website  
**NAME:** Linda Katz

---

**COMMENT:**

After listening to the podcasts I would appreciate the enhanced bus lane option please. I have a condo and spend 5 months per year at powder ridge Alta. **(32.2.9B)**

**COMMENT #:** 1960  
**DATE:** 7/1/21 4:23 PM  
**SOURCE:** Website  
**NAME:** Lorenzo Ibarra

---

**COMMENT:**

This new commute system is to benefit the community that keeps local outdoor companies in business. **(32.2.7A and 32.6A)** This new system is to limit the traffic up LCC, that consist of others who do not ski at resorts. **(32.7C)**

**COMMENT #:** 1961  
**DATE:** 7/1/21 4:24 PM  
**SOURCE:** Website  
**NAME:** M K Diamond

---

**COMMENT:**

What about high winds and how many people per hour? **(32.2.6.5K and 32.2.6.5N)**

**COMMENT #:** 1962  
**DATE:** 7/1/21 4:27 PM  
**SOURCE:** Website  
**NAME:** Rick Merrell

---

**COMMENT:**

As a resident of Sandy living about 1.5 miles from LCC, I would much prefer the Gondola solution. We recreate in LCC all year long and I believe the disruption to the area would be far less devastating by installing a Gondola versus road construction and increased bus traffic. In addition, dodging road construction every time we wanted to get up LCC to recreated would be challenging. **(32.4C)** One request if the La Caille Gondola solution is pursued - please do your best to plan for easy car ingress/egress from the La Caille station so traffic doesn't get backed up on Wasatch Blvd as cars come and go from this station. **(32.2.6.5E and 32.2.9D)** Thank you for your consideration.

Sincerely,  
Rick Merrell

**COMMENT #:** 1963  
**DATE:** 7/1/21 4:28 PM  
**SOURCE:** Website  
**NAME:** Debra Minard

---

**COMMENT:**

I strongly prefer Gondola Alternative B. Let's get people reliably through the canyon without the traffic and the emissions! **(32.2.9D)**

**COMMENT #:** 1964  
**DATE:** 7/1/21 4:41 PM  
**SOURCE:** Website  
**NAME:** Casey Parker

---

**COMMENT:**

The gondola would eliminate some traffic and allow safer ways to and from work along with avoiding avalanches **(32.2.9D)**

**COMMENT #:** 1965  
**DATE:** 7/1/21 4:47 PM  
**SOURCE:** Website  
**NAME:** Michele Davenport

---

**COMMENT:**

" fully support the gondola!!! For the safety of us and animals, the carbon impact...everything about! It is the perfect solution! Please approve it for now and the future! **(32.2.9D,, 32.13A, and 32.10A)**



**COMMENT #:** 1966  
**DATE:** 7/1/21 4:48 PM  
**SOURCE:** Website  
**NAME:** Maija Nisbet

---

**COMMENT:**

I am fully and 100% on board with the Gondola option for Little Cottonwood Canyon. **(32.2.9D)** As an employee at Snowbird I have seen the traffic in LCC and the accidents that have occurred and I believe that this if properly executed could tremendously help LCC and the traffic we have. I do not believe in widening the road, adding a train or more buses running as have been suggested. These three options are not going to help the traffic and I would say may even make the traffic worse. **(32.7C)** For example; not many Utahns actually take part in the train system as is. Widening the road will just allow more cars up the canyon and we already have enough cars sliding of the road as is. **(32.2.4A)** Finally, adding more buses or a bus lane is not going to help the traffic, I honestly believe this would cause more accidents with reckless drivers in the bus lanes and buses blocking canyon roads in harsh weather conditions. **(32.7C)**

When thinking about the gondola as an option I have two concerns. 1. Employees. Can our ski passes or employee passes act as a fast pass to reduce our chances of being late to work, getting employees up and down the canyon faster seems to be a necessity to me. **(32.2.4A)** Then considering the road closure nights it seems like a great way to help people move around the canyon without being entirely shut down.

2. I dont believe cars should be allowed up the canyon at all. **(32.2.2 However, a toll booth could be implemented similar to Millcreek canyon where people can purchase day passes so the canyon hikes are accessible but this would promote car pooling and also be a source of income. I would also then recommend a limited number of "season" passes or home owner or employee passes that could be purchased at the beginning of the winter and the beginning of the summer seasons allowing home owners in the canyon the opportunity to purchase a pass or anyone who feels it necessary to drive the canyon. (32.2.4A)**

I truly believe that done well this gondola could be incredible in LCC I would love to sit in the gondola with a morning cup of coffee and watch the sun rise over the valley to prepare for my day at work.

**COMMENT #:** 1967  
**DATE:** 7/1/21 4:48 PM  
**SOURCE:** Website  
**NAME:** Max Minoughan

---

**COMMENT:**

As someone who has grown up in sandy spending every summer in LCC for 20 years it is incredibly disheartening to see our national forrest so easily sold out to outsiders who just wanna spend a little less time in traffic on their weekend ski trip. I pray if there's any good will to take nature over money this obstruction to the gorgeous canyon won't be built. **(32.29D or 32.2.9G)**

**COMMENT #:** 1968  
**DATE:** 7/1/21 4:49 PM  
**SOURCE:** Website  
**NAME:** Bridger Layton

---

**COMMENT:**

Further development in the Wasatch will deeply impact the character of the place, and a gondola will fundamentally alter the way that recreationalists experience the canyons, while benefitting only the ski resorts. **(32.4B and 32.17A)** It doesn't make sense to jump straight to building a gondola without first embracing simpler solutions (buses) which have greater potential to serve more folks (hikers, bikers, backcountry skiers, etc.) **(32.2.6.3C)** Little cottonwood canyon has been a core part of my outdoor experiences as a lifetime resident of Utah, and a long-time resident of SLC. I truly believe that a gondola will not improve access to a greater degree than a functional bus system, but it will alter the landscape and the character of our beloved canyon will be further lost to corporate interests over those of long-time community members. **(32.2.7A and 32.7C)** Public land access conversations should center the outdoor community as a whole, not corporations with a profit motive. **(32.2.7A and 32.6A)**

**COMMENT #:** 1969  
**DATE:** 7/1/21 4:50 PM  
**SOURCE:** Website  
**NAME:** Ben Dudley

---

**COMMENT:**

I support the gondola! Please build it **(32.2.9D)**

**COMMENT #:** 1970  
**DATE:** 7/1/21 4:52 PM  
**SOURCE:** Website  
**NAME:** Michele Coats

---

**COMMENT:**

use the gondola system **(32.2.9D)**

**COMMENT #:** 1971  
**DATE:** 7/1/21 4:55 PM  
**SOURCE:** Website  
**NAME:** Richard Monson

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**COMMENT:**

Gondola please?????? (32.2.9D)

**COMMENT #:** 1972  
**DATE:** 7/1/21 4:59 PM  
**SOURCE:** Website  
**NAME:** Elise White

---

**COMMENT:**

This is not going to solve the parking issues in the canyon, nor at the bottom of the canyon. **(32.7C)** As a backcountry user this is no way helps our roads. This only benefits the resorts and they should be funding it. Making tax payers pay for this is asinine. **(32.2.7A and 32.6A)** Not to mention what this will do to the environment. Also, as much as the Tram is held due to weather I don't foresee this being operational with nearly constant canyon winds. **(32.2.6.5K)**

**COMMENT #:** 1973  
**DATE:** 7/1/21 4:59 PM  
**SOURCE:** Website  
**NAME:** Joann Ralphs

---

**COMMENT:**

I support strongly the gondola B plan for cottonwood canyon. Get the skiers off the road!! **(32.2.9D)**



**COMMENT #:** 1974  
**DATE:** 7/1/21 5:01 PM  
**SOURCE:** Website  
**NAME:** Carter Bravmann

---

**COMMENT:**

The State of Utah has a rare opportunity to lead by example in building a gondola system of this purpose. Every other ski region will take notice. Do the right thing, and show the nation what is possible. **(32.2.9D)**

**COMMENT #:** 1975  
**DATE:** 7/1/21 5:02 PM  
**SOURCE:** Website  
**NAME:** Jamie MacDougall

---

**COMMENT:**

I am writing in support of the proposed gondola system to run visitors up Little Cottonwood canyon. It would alleviate the massive traffic jams, the pollution, and avalanche risks to travelers going up to Snowbird and Alta. Plus, let's face it... this would be a world-class upgrade to the area, and it's just so darned cool too! **(32.2.9D)**

**COMMENT #:** 1976  
**DATE:** 7/1/21 5:02 PM  
**SOURCE:** Website  
**NAME:** Jeff Dubya

---

**COMMENT:**

Build the stupid lift thing and do that interconnecting of the resorts too while you are at it (**32.2.9D**, **32.2.2Q**, and **32.2.2N**)

**COMMENT #:** 1977  
**DATE:** 7/1/21 5:04 PM  
**SOURCE:** Website  
**NAME:** Charles Stuart

---

**COMMENT:**

This is awesome! Just need to add Park City on this system and we will have a totally truly world class destination ski/snow board destination! **(32.29D)**

**COMMENT #:** 1978  
**DATE:** 7/1/21 5:04 PM  
**SOURCE:** Website  
**NAME:** Parley Baldwin

---

**COMMENT:**

I like it. We need to reduce car traffic up the canyon, bottom line. That goes without saying. (32.7C)

**COMMENT #:** 1979  
**DATE:** 7/1/21 5:04 PM  
**SOURCE:** Website  
**NAME:** Jan Jepsen

---

**COMMENT:**

I grew up skiing in LCC, and traffic seems to have increased exponentially. We need to preserve the natural beauty of this canyon, and improve safety. **(32.29G)**

**COMMENT #:** 1980  
**DATE:** 7/1/21 5:04 PM  
**SOURCE:** Website  
**NAME:** Bea Boccalandro

---

**COMMENT:**

Please take the long and sustainable path and proceed with the gondola option. **(32.2.9D)**

**COMMENT #:** 1981  
**DATE:** 7/1/21 5:05 PM  
**SOURCE:** Website  
**NAME:** Noelle Reimers

---

**COMMENT:**

I support the gondola over an added bus lane because it is a safer, more cost effective, and more environmentally friendly solution. **(32.2.9D)**



**COMMENT #:** 1982  
**DATE:** 7/1/21 5:05 PM  
**SOURCE:** Website  
**NAME:** Eric Whiting

---

**COMMENT:**

I support the gondola. It's time! The longer we wait will just delay a viable option. I will definitely use it.  
(32.2.9D)

**COMMENT #:** 1983  
**DATE:** 7/1/21 5:06 PM  
**SOURCE:** Website  
**NAME:** Sophia Camacho

---

**COMMENT:**

I support keeping cars off the road **(32.2.4A)**

**COMMENT #:** 1984  
**DATE:** 7/1/21 5:07 PM  
**SOURCE:** Website  
**NAME:** Maria Stucki

---

**COMMENT:**

The traffic on Wasatch to the ski resorts is horrible, and getting worse. A solution must be found to address traffic issues, weather-related conditions, such as icy roads and avalanches, while also protecting the canyon. And it must be a long-term solution, rather than a temporary fix. The gondola station at La Caille appears to be the only option that will meet these goals. Thank you. **(32.2.9D)**

**COMMENT #:** 1985  
**DATE:** 7/1/21 5:08 PM  
**SOURCE:** Website  
**NAME:** James Andre

---

**COMMENT:**

The gondola is preferred over bus. I have been stuck on a bus for hours in Little Cottonwood Canyon, and seems a gondola would work better. **(32.2.9D)**

**COMMENT #:** 1986  
**DATE:** 7/1/21 5:14 PM  
**SOURCE:** Website  
**NAME:** Evan Scherman

---

**COMMENT:**

I absolutely love the idea! Would totally support it. (32.29D)

**COMMENT #:** 1987  
**DATE:** 7/1/21 5:16 PM  
**SOURCE:** Website  
**NAME:** Greg Frei

---

**COMMENT:**

My vote is for the gondola. Currently--Too many avalanches, car traffic, slide offs and road closures.  
(32.2.9D)

**COMMENT #:** 1988  
**DATE:** 7/1/21 5:16 PM  
**SOURCE:** Website  
**NAME:** Tara Judeikis

---

**COMMENT:**

Please let this happen!!! (32.29D)

**COMMENT #:** 1989  
**DATE:** 7/1/21 5:17 PM  
**SOURCE:** Website  
**NAME:** Kurt Weidner

---

**COMMENT:**

I'm all for the tram. Great idea. They do this in Europe. Why not in the USA? **(32.2.9D)**



**COMMENT #:** 1990  
**DATE:** 7/1/21 5:18 PM  
**SOURCE:** Website  
**NAME:** Kody Adcock

---

**COMMENT:**

I support the gondola, as it will better preserve the integrity of Little Cottonwood Canyon, while relieving traffic congestion and maintaining a cleaner environment. Let's do our part to improve the air quality of the Salt Lake Valley for years to come! **(32.10A and 32.2.9D)**

**COMMENT #:** 1991  
**DATE:** 7/1/21 5:18 PM  
**SOURCE:** Website  
**NAME:** Natalie Foster

---

**COMMENT:**

Please build the gondola it will sustain LCC for generations **(32.2.9D)**

**COMMENT #:** 1992  
**DATE:** 7/1/21 5:20 PM  
**SOURCE:** Website  
**NAME:** Michael Regan

---

**COMMENT:**

I missed my resets last year due to road closures and then huge traffic. I went to the canyons instead. If you want real in season predictable travel you need a gondola to get us in or out. **(32.2.9D)**

**COMMENT #:** 1993  
**DATE:** 7/1/21 5:21 PM  
**SOURCE:** Website  
**NAME:** Troy Coody

---

**COMMENT:**

I have been going to Little Cottonwood Canyon since I was little. Although traffic has increased the need for a gondola is not present. Widening the road to allow for smoother bus travel will eliminate and incentivize use of the bus by both locals and tourists. **(32.2.9B and 32.2.4A)**

The eye sore that would be a gondola would ruin the views and awe that is present while hiking, climbing, and skiing in Little Cottonwood Canyon. **(32.17A)**

**COMMENT #:** 1994  
**DATE:** 7/1/21 5:25 PM  
**SOURCE:** Website  
**NAME:** Raymond Lesser

---

**COMMENT:**

I think the gondola makes a lot of sense!! **(32.2.9D)**

**COMMENT #:** 1995  
**DATE:** 7/1/21 5:25 PM  
**SOURCE:** Website  
**NAME:** Marla Olsen

---

**COMMENT:**

Having worked in LCC for 9 years I am all for this proposed gondola. Being stuck in the red snake, not being able to find parking due to too many guests, and being called at all hours of the day to beat the road closures to make it to work on time sounds like they would be few and far between. Less environmental damage and hopefully less accidents would be huge for this canyon. **(32.2.9D)**

**COMMENT #:** 1996  
**DATE:** 7/1/21 5:30 PM  
**SOURCE:** Website  
**NAME:** Kevin Perry

---

**COMMENT:**

A gondola sounds like a great option. 2 things MUST be considered or this will be a massive waste of money

1. It must be fast - comparable to a car. **(32.2.6.50)**
2. Must have enough gondola cars to ensure lines aren't ridiculously long. **(32.2.6.5C)**

If you don't nail these two things people won't want to ride it.

**COMMENT #:** 1997  
**DATE:** 7/1/21 5:31 PM  
**SOURCE:** Website  
**NAME:** Garit Lawson

---

**COMMENT:**

I am a long time season pass holder at Snowbird. As such, I am very concerned not only with the access in the canyon, but also the environmental sustainability of any solution to this problem. I strongly believe that the Gondola option is the best solution to both of my concerns. **(32.2.9D)**



**COMMENT #:** 1998  
**DATE:** 7/1/21 5:31 PM  
**SOURCE:** Website  
**NAME:** Chris Mautz

---

**COMMENT:**

After reviewing the proposals, I support the gondola solution. **(32.2.9D)**

**COMMENT #:** 1999  
**DATE:** 7/1/21 5:34 PM  
**SOURCE:** Website  
**NAME:** Karen Moore

---

**COMMENT:**

Absolutely not! I am a Utah native and I totally disapprove of this proposal. High speed electric trains perhaps vs. bus. Don't ruin our canyon. Avalanches are always a concern but our preparedness has been exceptional. **(32.2.9E)**

**COMMENT #:** 2000  
**DATE:** 7/1/21 5:35 PM  
**SOURCE:** Website  
**NAME:** Thomas Dunn

---

**COMMENT:**

I strongly support the new La Caille Gondola **(32.2.9D)**

**COMMENT #:** 2001  
**DATE:** 7/1/21 5:35 PM  
**SOURCE:** Website  
**NAME:** Yong-Chu Ko

---

**COMMENT:**

I fully support the gondola. I think it can create a great experience and support a future with additional options. **(32.2.9D)**

**COMMENT #:** 2002  
**DATE:** 7/1/21 5:36 PM  
**SOURCE:** Website  
**NAME:** Betty Carrigan

---

**COMMENT:**

Yes, PLEASE! (32.29D)

**COMMENT #:** 2003  
**DATE:** 7/1/21 5:39 PM  
**SOURCE:** Website  
**NAME:** Carmen Groom

---

**COMMENT:**

Both of the two preferred alternatives (gondola and buses with road widening) seem to primarily monetarily benefit the resorts but fail to provide an adequate solution to the problems LCC is experiencing. **(3.1.2D, 32.2.7C, 32.7B, 32.7C and 32.6A)** While both of the main alternatives may cut down on some canyon traffic, I still believe there will be large numbers of cars traveling to the resorts. Many cars drive up to the resorts early in the morning in order to be the first ones on the mountain. Will these people opt to take a gondola or bus instead? Most likely not, so we will still experience long lines early in the morning on powder days. **(32.2.4A)** For those that decide to utilize the gondola or buses instead, they will still need to drive near LCC to park, which will still increase the amount of traffic along Wasatch Blvd. and surrounding streets. **(32.7B)** So it seems that neither of these alternatives will ultimately solve the traffic issues of LCC.

Both of these options, even more so with the gondola, allow the resorts to increase the number of visitors they have which will lead to more money for them (more people paying for lockers, food, ski rentals, etc). It will lead to a poorer and poorer experience for skiers/snowboarders with more and more people at the resort coupled with longer lift lines. **(32.20C)** It seems if the resorts truly cared about solving the transportation issue, they would severely limit the number of passes they sell, incentivize users to take alternative transportation options by offering free lockers, discounted rentals, etc., and prohibit guests from parking at the resort. **(32.2.2K, 32.2.3A, and 32.2.4A)** The actions of the resorts suggest that they only care about ways to increase their profit, and don't actually care about the experience of their customers nor solving traffic issues.

Issues with Gondola option:

Having a massive gondola going up LCC will completely ruin the beauty and solitude of the canyon. When you're on a multipitch climb up LCC, no longer will you have uninterrupted views of the canyon. Instead you'll most likely encounter hordes of people staring at you as you belay up your partner. The gondola only benefits users of the resorts, but forces the rest of the canyon users to stare at the obtrusive structure for the entire year. **(32.4B and 32.17A)**

While building the gondola may not impact nature/water issues, the large influx of visitors that will inevitably "come to the resorts because of the novelty of a gondola will still have a detrimental impact on the environment. **(32.20A and 32.20C)**

The gondola will not solve all traffic issues with the canyon, because resort users will opt to cut their travel time in half by driving up the canyon instead of riding the gondola. These people combined with backcountry users will still result in traffic in the canyon. **(32.2.4A and 32.7C)**

Additionally, while traffic up the canyon may be reduced, the traffic issue will just move to Wasatch Blvd and the surrounding roads, as users try to find a parking spot in order to ride the gondola up. This option doesn't fix the transportation issue, it just creates more traffic on different roads. **(32.2.6.5E)**

Issues with Buses + Road Widening option:

Widening the road to make a priority lane for buses will require 30+ boulders to be removed. It seems unfair that the climbing community must be negatively impacted in order to allow the resorts to profit more by increasing the number of people able to visit Snowbird/Alta. Additionally, climbers (plus all other non-resort users) don't really benefit from this option. While they may see a decrease in traffic,

they still have to use a car to travel to the trailheads that they are interested in using. **(32.4A and 32.7C)**

Road widening itself raises environmental issues plus the influx in visitors will have an even larger negative impact on the environment. Similar to the gondola option, the bus option will result in an increase of traffic on Wasatch Blvd. and surrounding roads, as people drive to the mobility hubs. **(32.7B, 32.2.6.2.1D, and 32.2.6.2.2A)**

Ideal solution:

The ideal solution would benefit the most number of LCC users as possible, not just the resort users, while minimizing environmental impact and reducing the number of cars traveling to the base of the canyon. I think the best solution is similar to what Save our Canyons is advocating for: shuttles running through LCC that provide access to popular trailheads plus the resorts. **(32.2.2I and 32.2.6.3C)** It doesn't require road widening, and it benefits the majority of LCC users year-round (instead of solely resort users in the winter). This solution must also be coupled with express shuttle service across the valley so that people can utilize alternative transportation from their house (or close to their house) to the resort, eliminating the need to drive anywhere close to the canyons. Even if we were to increase the number of buses going up LCC without improving/expanding public transportation options to LCC, this "solution," would not work. **(32.2.2I)**

Therefore, UDOT needs to re-evaluate their preferred alternatives and find a different solution that will actually solve the LCC issues.

**COMMENT #:** 2004  
**DATE:** 7/1/21 5:39 PM  
**SOURCE:** Website  
**NAME:** Peter Frohlicch

---

**COMMENT:**

I support the gondola!!! (32.2.9D)



**COMMENT #:** 2005  
**DATE:** 7/1/21 5:40 PM  
**SOURCE:** Website  
**NAME:** James McGuckin

---

**COMMENT:**

Be responsible. Put in the Gondola and connect to park City /Big Cottonwood Canyon too **(32.2.9D, 32.2.2N, and 32.2.2Q)**

**COMMENT #:** 2006  
**DATE:** 7/1/21 5:43 PM  
**SOURCE:** Website  
**NAME:** William Rosenstadt

---

**COMMENT:**

I fully support the project. To be able to maintain the delicate and beautiful environment that is Little Cottonwood Canyon while still making it accessible to those of us who love and appreciate it is an amazing idea!! **(32.29D)**

**COMMENT #:** 2007  
**DATE:** 7/1/21 5:49 PM  
**SOURCE:** Website  
**NAME:** Dick Griffin

---

**COMMENT:**

Please protect the most beautiful canyon in the western United States. I am for the gondola (32.17A and 32.2.9D)

**COMMENT #:** 2008  
**DATE:** 7/1/21 5:59 PM  
**SOURCE:** Website  
**NAME:** Kalle Davis

---

**COMMENT:**

The Gondola sounds like a safe reliable solution to traffic. (32.2.9D)

**COMMENT #:** 2009  
**DATE:** 7/1/21 6:00 PM  
**SOURCE:** Website  
**NAME:** Mason Balbera

---

**COMMENT:**

! (32.29D)

**COMMENT #:** 2010  
**DATE:** 7/1/21 6:00 PM  
**SOURCE:** Website  
**NAME:** John Harper

---

**COMMENT:**

Please improve bus transit and implement a toll. (32.2.9A and 32.2.4A)

**COMMENT #:** 2011  
**DATE:** 7/1/21 6:03 PM  
**SOURCE:** Website  
**NAME:** Jeffrey Kirk

---

**COMMENT:**

I think the gondola is the best option by far. **(32.2.9D)**

**COMMENT #:** 2012  
**DATE:** 7/1/21 6:08 PM  
**SOURCE:** Website  
**NAME:** Ben Clasen

---

**COMMENT:**

Please build the GONDOLA AT LA CAILLE BASE STATION! This would be so much safer than driving the pass several times during the winter. And preserves the beauty of LCC without adding roadways or tunnels! **(32.2.9D and 32.17A)**



**COMMENT #:** 2013  
**DATE:** 7/1/21 6:10 PM  
**SOURCE:** Website  
**NAME:** Michael Greene

---

**COMMENT:**

I am a skier and live at the mouth of Little Cottonwood Canyon. Although the initial idea is great, I do not support the Gondola nor the tax payer dollars to support it. **(32.2.9E and 32.2.7A)** I feel that interested parties pushing to have the gondola built are not aligned with the needs of all the canyons, and only have interest in what it will bring to their pockets. Again I DO NOT support the construction of a gondola up Little Cottonwood Canyon.

Thank you,

**COMMENT #:** 2014  
**DATE:** 7/1/21 6:18 PM  
**SOURCE:** Website  
**NAME:** Sohrab Aalam

---

**COMMENT:**

Building such an extensive gondola would cause substantial and irreversible damage to the wilderness/wildlife, water and the beauty of the canyon, in general. **(32.12A, 32.13A, and 32.17A)** In addition, the crowds would increase to such an extent that the canyon would no longer be an inviting place to go to. **(32.20A and 32.20C)** Building the gondola is a very bad idea and although some may think it would be a good for business, the repercussions of the damage far outweigh any benefits.

**COMMENT #:** 2015  
**DATE:** 7/1/21 6:18 PM  
**SOURCE:** Website  
**NAME:** Chris Auer

---

**COMMENT:**

Submitting support for the gondola option. **(32.2.9D)**

**COMMENT #:** 2016  
**DATE:** 7/1/21 6:19 PM  
**SOURCE:** Website  
**NAME:** Anthony Meredith

---

**COMMENT:**

Would like to see a 14 mile 3s gondola in little Cottonwood (32.2.9D)

**COMMENT #:** 2017  
**DATE:** 7/1/21 6:23 PM  
**SOURCE:** Website  
**NAME:** Ronald Richman

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**COMMENT:**

Excellent idea. (32.29D)

**COMMENT #:** 2018  
**DATE:** 7/1/21 6:28 PM  
**SOURCE:** Website  
**NAME:** Grant Aagard

---

**COMMENT:**

I favor the gondola option for LCC. However I'm very concerned about the lack of parking at the base station and if the gondola has any avalanch danger (**32.2.6.5J, 32.2.6.5K, and 32.2.9D**)

**COMMENT #:** 2019  
**DATE:** 7/1/21 6:30 PM  
**SOURCE:** Website  
**NAME:** Sunty Souvannasap

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**COMMENT:**

Keep Utah beautiful! (32.29D)

**COMMENT #:** 2020  
**DATE:** 7/1/21 6:30 PM  
**SOURCE:** Website  
**NAME:** Christopher Schroeder

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**COMMENT:**

Gondola for sure. **(32.2.9D)**



**COMMENT #:** 2021  
**DATE:** 7/1/21 6:37 PM  
**SOURCE:** Website  
**NAME:** Ariana Trevizo

---

**COMMENT:**

As an SLC local skier, I'm in favor of constructing gondolas as a way to lower emissions in the canyon, and make it much safer for travel. I also believe that a gondola would have the least environmental impact to the alternatives. **(32.2.9D)**

**COMMENT #:** 2022  
**DATE:** 7/1/21 6:38 PM  
**SOURCE:** Website  
**NAME:** James Anson

---

**COMMENT:**

NO No NO NO NO

Slick advertising, but I feel this is AT BEST, an optimistic representation that fails to take into account the frequent closures of Gondolas due to weather conditions that are prevalent during the winter months. **(32.2.6.5K)** The gondola also only focuses on two stops rather than providing access to numerous points of interest along the length of the canyon. It's difficult to see this as benefitting anyone other than the Resorts and La Caille. **(32.2.7A, 32.6A, and 32.6C)**

A Road expansion, and avalanche tunnel shelters would be a far better approach, plus the scalability of expanded bus service that can ramp up to meet demand in the winter months and then scale back down to avoid impact in the summer months. **(32.2.9B)**

**COMMENT #:** 2023  
**DATE:** 7/1/21 6:39 PM  
**SOURCE:** Website  
**NAME:** David Kambic

---

**COMMENT:**

The Gondola is a great idea . It should be free as is the Telluride town gondola. The LaCalle location should be a base village but neighbors will probably not accept this. To be viable as an alternate form of transportation the travel time of one hour is unacceptable **(32.2.9D, 32.2.4A, and 32.2.6.5O)**

**COMMENT #:** 2024  
**DATE:** 7/1/21 6:40 PM  
**SOURCE:** Website  
**NAME:** David Wedmore

---

**COMMENT:**

I'm in favor of the gondola solution **(32.2.9D)**

**COMMENT #:** 2025  
**DATE:** 7/1/21 6:41 PM  
**SOURCE:** Website  
**NAME:** Allison Bacon

---

**COMMENT:**

Please do not build a gondola. **(32.2.9E)** Don't let this be your concrete legacy. It will ruin the aesthetic and charm of the canyon that we locals cherish. **(32.17A)** And the fact that it is only operational in the winter, and serves no trailheads, is a slap in the face to the local outdoors community. **(32.2.6.5F)** Do not build a gondola, especially not with our tax dollars. **(32.2.7A)** Expand bus service, preferably not widening roads. 7 minute travel savings per the EIS is not worth widening the roads at the expense of the environment. **(32.2.9A)** But whatever you do DO NOT BUILD A GONDOLA

**COMMENT #:** 2026  
**DATE:** 7/1/21 6:43 PM  
**SOURCE:** Website  
**NAME:** Erick Allen

---

**COMMENT:**

The gondola approach is much more environmentally responsible than widening the road. It's also much safer as a means of transportation. The reduction in canyon traffic and accidents alone should be justification enough for this solution to be the right solution. Please make the gondola the plan for the future of Little C. 15 years from now everyone will be thanking you. **(32.2.9D)**

**COMMENT #:** 2027  
**DATE:** 7/1/21 6:44 PM  
**SOURCE:** Website  
**NAME:** Joe Rosen

---

**COMMENT:**

Gondola makes a lot of sense. Less cars up canyon better for all. (32.2.9D)

**COMMENT #:** 2028  
**DATE:** 7/1/21 6:47 PM  
**SOURCE:** Website  
**NAME:** Brendan Mackey

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**COMMENT:**

Lets make it happen **(32.29D)**



**COMMENT #:** 2029  
**DATE:** 7/1/21 6:48 PM  
**SOURCE:** Website  
**NAME:** James Malone

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**COMMENT:**

As an avid snowboarder, Backcountry skier, mountain biker, and hiker the gondola does not serve my interests at all, this would be something that I would utilize at most once a season if at all, whereas an expanded bus service would be significantly more useful to myself and other outdoor recreation enthusiasts. **(32.2.9E and 32.2.9A)** The bus service provides access to the other resorts in the canyon and the trailheads that can be used without fee. **(32.2.6.3C and 32.2.4A)** The gondola comes off as an elitist move that would only serve two resorts and a minority of the users of the canyon.

**COMMENT #:** 2030  
**DATE:** 7/1/21 6:49 PM  
**SOURCE:** Website  
**NAME:** David A Griffith

---

**COMMENT:**

We visit Utah and both Cottonwood Canyons for two weeks a year to ski. We always ride the bus and cannot understand why people choose not too. We have had to drive up the canyon a couple of times and the bus is 100% better. To add a gondola would be a fantastic addition and really help to slow down the growing pollution problem that now exists.

The gondola adds safety to the canyon and allows workers and skiers to get to the resorts no matter how many avalanches have happened and how stormy the weather is.

It is great to know that there are states that are willing to spend money to help the environmental health of a region. No matter which option is chosen it will be better than what is currently in place, but the gondola is the better option over the long haul. **(32.10A)**

Thank you for allowing me to express my opinion.

DAG

**COMMENT #:** 2031  
**DATE:** 7/1/21 6:54 PM  
**SOURCE:** Website  
**NAME:** Jessa Robinson

---

**COMMENT:**

I think between the gondola and the bus, the gondola is a better idea. It would be operational year round. I think doing anything to the road would be really difficult and wouldn't help that much. I think putting up a gondola system would be better than more buses. We already have buses and they get stuck in traffic just like everyone else does. **(32.7C)** Adding a spot for just buses is good but the gondolas wouldn't be affected by any road traffic at all in the canyon. It would be more environmentally friendly given that it's powered in that way. Looking at ski lifts, they run fairly smoothly and get the job done impressively. I think if we tried to transport everyone via snowmobiles or something similar, it would be a mess and so much harder. That same concept applies to canyon transportation. Gondolas would be more effective and would get the job done well **(32.2.9D)**.

**COMMENT #:** 2032  
**DATE:** 7/1/21 6:59 PM  
**SOURCE:** Website  
**NAME:** Michael Goode

---

**COMMENT:**

The gondola needs at least 1-2 mid-stations! without that it just serves the resorts and nothing else. **(32.2.6.5G)** the parking lots at trailheads and crags are too small for the current amount of cars to park at let alone anything to do with traffic and driving up the canyon. if there are mid-stations it also makes the gondola system viable to move people 12 months per year rather than just from Dec-March.

**COMMENT #:** 2033  
**DATE:** 7/1/21 7:06 PM  
**SOURCE:** Website  
**NAME:** Michael Griffiths

---

**COMMENT:**

My family Bought in to a timeshare at the iron Blossom Lodge in 1979 and we have been going every year since. I haven't seen the changes in traffic that have taken place I think they gondola is a great idea both environmentally and economically. **(32.2.9D)**

**COMMENT #:** 2034  
**DATE:** 7/1/21 7:12 PM  
**SOURCE:** Website  
**NAME:** Scott Armstrong

---

**COMMENT:**

I really like the idea of a gondola definitely needs heated seats and a charging port for each seat would be awesome. Will the skis and snowboards be stored inside or outside? **(32.2.6.5U)** We were there two years ago with our icon pass and we parked at the bottom of the canyon and took the bus up every day which was much better than driving and parking and having to walk from the parking lot to the lifts. Mind you a few times the buses were really crowded and having to stand for half an hour is no fun so this tram/gondola with a seat for everyone would be much better, especially for us old guys. **(32.2.9D)**

**COMMENT #:** 2035  
**DATE:** 7/1/21 7:14 PM  
**SOURCE:** Website  
**NAME:** Robb Hardesty

---

**COMMENT:**

Gondola only if Alta allows snowboarding **(32.29I)**

**COMMENT #:** 2036  
**DATE:** 7/1/21 7:15 PM  
**SOURCE:** Website  
**NAME:** Kent Rogers

---

**COMMENT:**

Additional buses is NOT a good solution. **(32.2.9C)** Please build the gondola/tram to save the canyon.  
**(32.2.9D)**



**COMMENT #:** 2037  
**DATE:** 7/1/21 7:18 PM  
**SOURCE:** Website  
**NAME:** Patrick Gasser

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**COMMENT:**

I am a 10+ yr Snowbird pass holder and former employee. The Gondola project is an exciting and environmentally responsible alternative to canyon roads, limited resort parking and often dangerous driving conditions. **(32.2.4A)** A gondola system will meet capacity requirements and handily accommodate future growth/demands without tearing up the already narrow canyon roads further. I strongly support the gondola option. **(32.2.9D)**

**COMMENT #:** 2038  
**DATE:** 7/1/21 7:18 PM  
**SOURCE:** Website  
**NAME:** Keith Kirkman

---

**COMMENT:**

Gondola would make access to both ski areas better in all weather conditions. However, there needs to be enough parking available at the gondola base. **(32.2.9D and 32.2.6.2.1C)**

**COMMENT #:** 2039  
**DATE:** 7/1/21 7:22 PM  
**SOURCE:** Website  
**NAME:** Mark Evans

---

**COMMENT:**

I'd like to see a system similar to Zion NP where the canyon is closed to all traffic other than some exceptions for homeowners, emergency vehicles, resort employees etc. **(32.2.2B)** Run busses much more frequently and add more stops for hikers and bc skiers. **(32.2.6.3C)** Expand parking areas near the bases of both canyons to accommodate the increased usage. Instead of a go solar terminal near LaCaille, make it a bus terminal with the additional parking. Increase the size of the "swamp lot," on Wasatch Blvd. **(32.2.6.2.1C)**

There would be no need to widen the road, which would eliminate hundreds of Boulder problems that are extremely important to the climbing community. **(32.4A)**

Snow sheds and other avalanche mitigation options I agree with, but I'm absolutely baffled that this option isn't even on the table?! It's the least impact and most feasible option we have. We as tax payers will be fronting the bill for this and the only two options presented are like choosing a presidential candidate,... we get to choose Bad or Worse,... How about a GOOD idea that doesn't cost us so much in taxes to benefit a couple big money making ski resorts. **(32.2.9K)**

There's more that resort skiers that use these canyons. Hikers, bc skiers, climbers (yes even in winter), snowshoers, family's sledding, photographers, the list goes on,.... **(32.7C)**

I think a system similar to Zion where public transit with more stops is the best option. Run busses every 5-10 minutes during peak times. Every 30 on off times.

Thank you.

**COMMENT #:** 2040  
**DATE:** 7/1/21 7:26 PM  
**SOURCE:** Website  
**NAME:** Carol Jensen

---

**COMMENT:**

I support the gondola! **(32.2.9D)**

**COMMENT #:** 2041  
**DATE:** 7/1/21 7:29 PM  
**SOURCE:** Website  
**NAME:** Stephen Sost

---

**COMMENT:**

I'm an avid Utah skier who flies to from NJ a few times per year, averaging around 15 days per season. In recent years, with traffic increasing and weather patterns becoming more unstable, I've several times had my trip negatively impacted recently by lack of parking or a closed SR 210. It costs me quite a bit for a 5-day stay, including airfare, vehicle rental, hotel, meals, skiing and ancillary expenses. If the number of days that I can't ski due to the conditions mentioned above continue increasing, it will for sure impact my decision to to ski Utah.

I applaud UDOT for recognizing this threat to enthusiasts like me as well as the local economy and taking action to devise a solution.

After reviewing the two options, I feel the Gondola provides the most reliable solution to ensure out of state skiers like me can have a predictable vacation experience when deciding to invest in a Utah trip. The gondola checks the most important boxes for me - the ability to continue operations in all weather conditions and the reduction of parking issues that have recently plagued the resorts.

A dedicated bus lane with snow sheds, while solving the parking issue, would not entirely resolve weather delays or closures. **(32.7C)**

I urge you to move forward with the Gondola option so Utah can stay my first choice preferred destination for winter sports. **(32.2.9D)**

**COMMENT #:** 2042  
**DATE:** 7/1/21 7:29 PM  
**SOURCE:** Website  
**NAME:** Blake Nielson

---

**COMMENT:**

Let's optimize what we currently have. We have road, which gets too crowded. Add a bus lane, and only allow buses in it. People will be motivated to take the bus on days where the lines are too big. **(32.2.9B)**

The gondola won't solve traffic issues. Most people will still drive. **(32.2.4A)**

**COMMENT #:** 2043  
**DATE:** 7/1/21 7:38 PM  
**SOURCE:** Website  
**NAME:** Greg Underwood

---

**COMMENT:**

Gondola !!!!! (32.2.9D)

**COMMENT #:** 2044  
**DATE:** 7/1/21 7:39 PM  
**SOURCE:** Website  
**NAME:** Scott Starley

---

**COMMENT:**

I support the proposed gondola and base station. I think more buses or wider roads harms the canyon.  
(32.2.9D)



**COMMENT #:** 2045  
**DATE:** 7/1/21 7:47 PM  
**SOURCE:** Website  
**NAME:** Murel Addison

---

**COMMENT:**

UDOT please, for the future of skiing, our kids, your tourist revenue, and the environment, build this gondola! Thank you, an AZ ski family. **(32.2.9D)**

**COMMENT #:** 2046  
**DATE:** 7/1/21 7:51 PM  
**SOURCE:** Website  
**NAME:** Adam Jensen

---

**COMMENT:**

In my opinion the negative visual impact, low efficiency, and enormous cost of the gondola alternative makes it the worst idea for improving canyon transportation. **(32.2.9E)** Enhanced bus service is a far better option. **(32.2.9A)**

**COMMENT #:** 2047  
**DATE:** 7/1/21 7:54 PM  
**SOURCE:** Website  
**NAME:** Nate Gerlach

---

**COMMENT:**

Im for the Gondola, and steaper locals only discounts. The resorts have excluded most locals with outrageous day pass prices. **(32.2.9D and 32.2.4A)**

**COMMENT #:** 2048  
**DATE:** 7/1/21 7:55 PM  
**SOURCE:** Website  
**NAME:** Stan Freeman

---

**COMMENT:**

Gondola please!! That road scares me wether I'm driving or the bus driver, when weather is bad.  
(32.2.9D)

**COMMENT #:** 2049  
**DATE:** 7/1/21 8:00 PM  
**SOURCE:** Website  
**NAME:** Richard Wimmer

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**COMMENT:**

Additional stops needed!(32.29D)

**COMMENT #:** 2050  
**DATE:** 7/1/21 8:00 PM  
**SOURCE:** Website  
**NAME:** Jason DeGan

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**COMMENT:**

I am for investing in a safe, reliable & responsible mode of transportation in order for all people to experience Little & Big Cottonwood Canyons. **(32.29D)**

**COMMENT #:** 2051  
**DATE:** 7/1/21 8:01 PM  
**SOURCE:** Website  
**NAME:** Raymond Parral

---

**COMMENT:**

No Gondola (32.2.9E)

**COMMENT #:** 2052  
**DATE:** 7/1/21 8:05 PM  
**SOURCE:** Website  
**NAME:** Gary Meredith

---

**COMMENT:**

After review of the possible options and possibilities to solve the heavy traffic situation in Little Cottonwood Canyon, it is my opinion a Gondola solution would serve our local and global community and economy the best. It's a great aerial solution that would for the most part eliminate the carbon footprint left behind from the current or future vehicular solutions. **(32.10A)** Would allow its riders a never seen before view of our beautiful Wasatch Mountains all year round. It's a long term cost effective Green solution to the current and future issues surround access to this beautiful canyon and surrounding areas. **(32.2.9D)**



**COMMENT #:** 2053  
**DATE:** 7/1/21 8:06 PM  
**SOURCE:** Website  
**NAME:** Mikayla Willis

---

**COMMENT:**

A gondola is a bad idea for many reasons. **(32.2.9E)** The biggest reason is that it will attract many more tourists and people who don't belong in little cottonwood based on their skiing ability etc. I'm afraid of Little Cottonwood being stripped of its culture like Park City and Canyons resorts. Everyone is already making money, it would be disappointing to see little cottonwood become commercialized along with every other ski resort in Utah. **(32.20F)** I'm 17 years old and with the current inflation in Park City and Little Cottonwood it's going to be very difficult to afford to live in my home town without some sort of life changing compromise. I don't want to see this progress any faster alongside with all the locals. Eventually all the locals are going to get pushed out except the very wealthy ones if we keep moving at this rate. **(32.5A)** Although it's a given we will need to compromise and adapt, it would be really cool if we were considered primarily over the short term advantages of putting tourists first. The economy can't keep inflating forever and when it does crash again there won't be any support from the locals because they will all be gone. Thank you?? -Mikayla Willis **(32.6A)**

**COMMENT #:** 2054  
**DATE:** 7/1/21 8:08 PM  
**SOURCE:** Website  
**NAME:** Kristin Cairns

---

**COMMENT:**

I boarded at Snowbird and Solitude this winter. The week-end traffic was intense and dangerous. Also rode down from Snowbird in a Canyons Transportation shuttle during heavy snowfall. We were didn't budge for over an hour die to the traffic backups. The situation in untenable. In addition, the bus drivers are required to shoulder immense responsibility by driving in these conditions and getting passengers to safety. Also, this was during the pandemic year, so less traffic than usual. The gondole is the most viable solution. **(32.2.9D)**

**COMMENT #:** 2055  
**DATE:** 7/1/21 8:14 PM  
**SOURCE:** Website  
**NAME:** Gregg Stephany

---

**COMMENT:**

Do it! Safe, reliable and sustainable travel to a great destination. (32.29D)

**COMMENT #:** 2056  
**DATE:** 7/1/21 8:18 PM  
**SOURCE:** Website  
**NAME:** Mikayla Willis

---

**COMMENT:**

No gondola - I forgot to add to my last comment that there is something very special and exciting about getting stuck in little cottonwood because on snow:) I've had some of the best experiences of my life stuck in the cliff lodge!! **(32.2.9E)**

**COMMENT #:** 2057  
**DATE:** 7/1/21 8:19 PM  
**SOURCE:** Website  
**NAME:** Cammy Stukel

---

**COMMENT:**

I fully support enhanced bus service before putting in a permanent gondola. **(32.2.9A)** I tried to ride the bus to go skiing a few years ago from the U and couldn't even get up the mountain after 10 AM. If bus service is more reliable, more people will ride it. The gondola is a rash decision pushed by business interests of the ski areas. It will not even run in the summer and will just be an eyesore to those who would like to enjoy the beauty of LCC. **(32.2.6.5F and 32.17A)**

I also don't think that such a rash decision should be implemented after the year of the pandemic. No one wanted to ride the bus and more people due to COVID had flexible work schedules that increased traffic. Even Grand Targhee in WY, which has much less traffic than the Wasatch, had bumper to bumper traffic some days this past winter. **(32.2.6C)** The Gondola is a permanent eyesore that may not even solve the problem of canyon congestion and only looks to serve out-of-state tourists. **(32.7C)** It is merely a tourist attraction that may not even solve the traffic problem. Besides that, there are only so many days out of each winter when the canyon traffic is very bad. **(32.1.2B and 32.1.4D)** This past winter many powder days happened to fall on the weekend which made the problem seem worse, as well as being exacerbated by the pandemic. Please do not ruin the beauty of Little Cottonwood Canyon with an ugly gondola!! **(32.2.9E)**

**COMMENT #:** 2058  
**DATE:** 7/1/21 8:22 PM  
**SOURCE:** Website  
**NAME:** George Weeks

---

**COMMENT:**

No gondola for those money grubbing bastards. Keep the canyon pure (as it can be anymore) **(32.2.9E)**

**COMMENT #:** 2059  
**DATE:** 7/1/21 8:27 PM  
**SOURCE:** Website  
**NAME:** Marcel Casey Farina

---

**COMMENT:**

I 100% support the gondola option to the congestion in Little Cottonwood canyon. It is the most sustainable and long-term cost efficient solution. Please approve this plan. **(32.2.9D)**

**COMMENT #:** 2060  
**DATE:** 7/1/21 8:29 PM  
**SOURCE:** Website  
**NAME:** Jason Hawkins

---

**COMMENT:**

I support the gondola system in LCC **(32.2.9D)**



**COMMENT #:** 2061  
**DATE:** 7/1/21 8:33 PM  
**SOURCE:** Website  
**NAME:** William Brown

---

**COMMENT:**

Great idea! I've driven up and down the canyon many times. It is a dangerous drive and polluting. This alternative is green and wonderful. **(32.29D)**

**COMMENT #:** 2062  
**DATE:** 7/1/21 8:38 PM  
**SOURCE:** Website  
**NAME:** Jonathan Burton

---

**COMMENT:**

To whom it may concern,  
I am writing to voice my concern about the proposed gondola construction. Growing up in Utah, I'm familiar with the desire to enjoy our many wonderful recreation areas, especially those so close to home like LCC. I'm also intimately familiar with the traffic that ensues when everybody else is feeling that desire as well. These are the growing pains that many western US cities are feeling with the huge influx of people moving here, but I think it is a HUGE mistake to move forward with such an invasive, ugly, and regretful decision as building a gondola to shuttle people up the canyon. **(32.2.9E and 32.17A)** If we look at the need for such an immense undertaking, it hardly seems justifiable given that the worst of the traffic jams are typically weekends for 2-3 months of the year. The rest of the year, the traffic is more than manageable for numerous other activities such as biking, climbing, hiking, etc. **(32.1.2B)** It would immeasurably detract from the aesthetics of the canyon to have such a visible eyesore running down the middle of the canyon. **(32.17A)**. The ecological consequences of this decision would include huge electricity wastes, vast amount of trees cut down, disruption to the current ecology (more than current infrastructure already does), all for a few weekends in the winter. **(32.13A)** I know there is no perfect answer, and the other proposals come with their pros/cons, but I think there are other solutions with a much smaller environmental and physical footprint than gondolas.

**COMMENT #:** 2063  
**DATE:** 7/1/21 8:40 PM  
**SOURCE:** Website  
**NAME:** Nicholad Guinta

---

**COMMENT:**

Cottonwood canyon gondola is a great idea.  
You would be leading the country/continent in high altitude transportation needs for the future.  
Sounds like a great idea for many mountain resorts. **(32.2.9D)**

**COMMENT #:** 2064  
**DATE:** 7/1/21 8:45 PM  
**SOURCE:** Website  
**NAME:** Todd Astill

---

**COMMENT:**

The gondola is the most environmentally and fiscally responsible solution that will benefit future generations **(32.2.9D)**

**COMMENT #:** 2065  
**DATE:** 7/1/21 8:48 PM  
**SOURCE:** Website  
**NAME:** Catherine Snow

---

**COMMENT:**

I believe the Gondola offers a more complete long-term solution. It's time to stop with little quick fixes like encouraging carpooling and invest in something definitive. Our canyon needs us to take action!  
**(32.2.9D)**

**COMMENT #:** 2066  
**DATE:** 7/1/21 8:48 PM  
**SOURCE:** Website  
**NAME:** Maureen Staples

---

**COMMENT:**

Gondola the way to go forward. (32.2.9D)

**COMMENT #:** 2067  
**DATE:** 7/1/21 8:57 PM  
**SOURCE:** Website  
**NAME:** Keith Daugherty

---

**COMMENT:**

Let's get this going! (32.29D)

**COMMENT #:** 2068  
**DATE:** 7/1/21 8:57 PM  
**SOURCE:** Website  
**NAME:** Asher Margolies

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**COMMENT:**

Can we make the ski resorts pay half the bill for the gondola since it only benefits them? The majority of taxpayers don't even ski. Why should they pay for something that only benefits two private companies  
**(32.2.7A)**



**COMMENT #:** 2069  
**DATE:** 7/1/21 9:07 PM  
**SOURCE:** Website  
**NAME:** Adam Hosterman

---

**COMMENT:**

A more robust busing system is really the only solution. Low-cost of entry, faster implementation, lower maintenance costs (per instance and less disruption to public use), use of existing infrastructure, scalable for the seasons, can be upgraded with better technology (hydrogen, electric, etc) on a step time frame (not all at once), can be paid for through both local taxes and travel taxes and fees for the bus system itself. Can serve multiple user groups (including the differently abled and elderly), can link to existing bus systems, and can stop at multiple trailheads. I mean what a concept. **(32.2.6.3G, 32.2.6.3D, 32.2.6.3F, 32.2.7A, and 32.2.9A).**

**COMMENT #:** 2070  
**DATE:** 7/1/21 9:15 PM  
**SOURCE:** Website  
**NAME:** Tony Allred

---

**COMMENT:**

Tram and widening the road are both TERRIBLE ideas and make it look like the whole process was a scam to enrich Snowbird and Alta. **(32.1.2B)** Why not put implement the Millcreek Canyon model and raise the Day Use Drive In price until people start riding the buses that Snowbird and Alta Subsidize? \$200 / year annual pass option. Done. **(32.2.4A)**

**COMMENT #:** 2071  
**DATE:** 7/1/21 9:22 PM  
**SOURCE:** Website  
**NAME:** Matthew Irving

---

**COMMENT:**

I do not support the gondola. There are better alternatives that benefit everyone, not just the people who own the ski resorts. **(32.2.9D)**

**COMMENT #:** 2072  
**DATE:** 7/1/21 9:23 PM  
**SOURCE:** Website  
**NAME:** Andrea De Paz

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**COMMENT:**

Please install a gondola. Thanks. (32.2.9D)

**COMMENT #:** 2073  
**DATE:** 7/1/21 9:31 PM  
**SOURCE:** Website  
**NAME:** Graham Noteboom

---

**COMMENT:**

Why choose a solution that will permanently leave a mark in one of the most marvelous scenes of nature. Should we not trial a solution that is easily modifiable and reversible? **(32.17A and 32.2.6.3D)**

**COMMENT #:** 2074  
**DATE:** 7/1/21 9:39 PM  
**SOURCE:** Website  
**NAME:** Scott Carr

---

**COMMENT:**

I support the Gondola option because it would be the most reliable and comfortable transport option with the least amount of impact on the landscape of the canyon. This option has been proven in many benchmark Alpine locations around the world and at a place closer to Salt Lake City – Telluride **(32.2.9D)**

**COMMENT #:** 2075  
**DATE:** 7/1/21 9:43 PM  
**SOURCE:** Website  
**NAME:** Andrew Villanueva

---

**COMMENT:**

Please choose the bus service instead of the gondola option. The bus provides more flexibility to modify stops depending on the season and demand. **(32.2.9A and 32.2.6.3C)** It also has the ability to scale up or down as needed. **(32.2.6.3D)** Additionally the bus lane provides quicker emergency service vehicle access through the canyon. The gondola will disproportionately benefit Snowbird and Alta resorts, while hurting those who need access to other resorts or access points. If snowbird and Alta care so much about luxurious rides to their resorts, they can offer their own coach bus with added amenities. **(32.2.7A)**

**COMMENT #:** 2076  
**DATE:** 7/1/21 9:48 PM  
**SOURCE:** Website  
**NAME:** Emily Stigler

---

**COMMENT:**

Please consider other options before either of these! If must, then please proceed with bus. The gondola does not service the community other than the resorts. It's inconvenient, unclear what the cost will be, does nothing to get folks out during interlodge events, and seems to be solely for the resorts benefit. **(32.2.7A)** A solution that allows for dedicated bus times, similar to the national parks, during peak weekends is much preferable. **(32.2.2B)**



**COMMENT #:** 2077  
**DATE:** 7/1/21 9:49 PM  
**SOURCE:** Website  
**NAME:** Kelty Barney

---

**COMMENT:**

I support the gondola option **(32.2.9D)**

**COMMENT #:** 2078  
**DATE:** 7/1/21 9:51 PM  
**SOURCE:** Website  
**NAME:** George Scopelianos

---

**COMMENT:**

YES to LCC gondola! Finally a solution! I've avoided Utah for the last ~5 years due to the congestion issues. **(32.2.9D)**

**COMMENT #:** 2079  
**DATE:** 7/1/21 9:59 PM  
**SOURCE:** Website  
**NAME:** Todd Wiadrowski

---

**COMMENT:**

I believe the gondola option is the most sustainable and reliable option (32.2.9D)

**COMMENT #:** 2080  
**DATE:** 7/1/21 10:00 PM  
**SOURCE:** Website  
**NAME:** Kevin Sheff

---

**COMMENT:**

I have been enjoying the recreational opportunities up LCC for almost 30-years. I support construction of the proposed gondola. **(32.2.9D)**

**COMMENT #:** 2081  
**DATE:** 7/1/21 10:00 PM  
**SOURCE:** Website  
**NAME:** Stephen Capone

---

**COMMENT:**

I feel strongly, having lived here for 13 years and watching the community grow, that we need alternatives to typical transit options. Busing is not a long term solution. A gondola or tram with stops along the way for hiking / backcountry access and closing the road to uphill private vehicles would be ideal - or a cog-wheel railway. **(32.2.6.5G and 32.2.6.5D)** These alternatives work extremely well in Switzerland and other parts of the world. Buses are not a long-term solution. Build out the parking with multi-layer parking structures at the base, and let the people take public transit that doesn't rely on clear roads to get up the hill. **(32.2.9D and 32.2.6.2.1C)**

**COMMENT #:** 2082  
**DATE:** 7/1/21 10:02 PM  
**SOURCE:** Website  
**NAME:** Kevin Sheff

---

**COMMENT:**

I support construction of the gondola. **(32.2.9D)**

**COMMENT #:** 2083  
**DATE:** 7/1/21 10:04 PM  
**SOURCE:** Website  
**NAME:** Randall Pinson

---

**COMMENT:**

This gondola would be a safer and more environmentally ethical method for everyone from kids on ski teams to anybody with a transportation issue to make it up the canyon. A transportation option that would help people who would otherwise have to take the bus while also working to reduce carbon emissions is a chance we cannot pass up. **(32.10A and 32.2.9D)**

**COMMENT #:** 2084  
**DATE:** 7/1/21 10:05 PM  
**SOURCE:** Website  
**NAME:** Ron Wagner

---

**COMMENT:**

The 2 alternatives, busing on the side of the road and Gondola B make sense to me. **(32.2.9B and 32.2.9D)** The cog railroad might be nice but I see it being damaged by avalanches even with overhead concrete sheds. Rail could still be torn up in other places.

Ron



**COMMENT #:** 2085  
**DATE:** 7/1/21 10:15 PM  
**SOURCE:** Website  
**NAME:** Alexander Whitley

---

**COMMENT:**

I'm in support of any reasonable measure to preserve our precious ecosystem that will be threatened even more with the arrival of the inland port. I support the gondola and support more infrastructure like this as long as its not a sneaky way to add more traditional lifts into current backcountry zones. **(32.20C)** That has a greater impact on those pristine zones. But reducing impact on environment, health, population, and increasing efficiency by reducing automobiles and traffic lines in the canyon, I'm all for it! If executed well, this may be a gateway for more extensive gondola infrastructure that proves much more convenient than personal driving (and more fun too) reducing the need for pedestrian vehicles entirely. If I ever hit it big and make \$1B, please remember me as I will happily lobby, and subsidize the infrastructure. Could be a major attraction for ski tourism and increase the tourism opportunities outside of ski season. **(32.2.9D)**

**COMMENT #:** 2086  
**DATE:** 7/1/21 10:24 PM  
**SOURCE:** Website  
**NAME:** Debby Fleisch

---

**COMMENT:**

No gondola it will be cost prohibitive to local families with children to continue to ski at Alta and snowbird. **(32.2.9E and 32.2.4A)** Bus service is the only solution and do not widen wasatch blvd those of us that only have access to our homes from wasatch have enough trouble turning left with only 2 lanes any more and we become prisoners in our homes **(32.2.9A and 32.2.6.2.2A)**

**COMMENT #:** 2087  
**DATE:** 7/1/21 10:46 PM  
**SOURCE:** Website  
**NAME:** Heather Coleman

---

**COMMENT:**

The Gondola is the best option. NO MORE PRIVATE CARS IN THE CANYON, SUMMER OR WINTER  
(32.2.9D and 32.2.4A)

**COMMENT #:** 2088  
**DATE:** 7/1/21 10:53 PM  
**SOURCE:** Website  
**NAME:** David Rasmuson

---

**COMMENT:**

I don't think we should have a tram installed up little cottonwood. **(32.2.9E)** I think that we should toll cars, widen the road and have a free bus system. **(32.2.9B and 32.2.4A)** The tram will only serve the people going to ski resorts. What about snowshoers, sightseers, and backcountry riders? **(32.2.4A and 32.2.6.3G)**

Thank you

**COMMENT #:** 2089  
**DATE:** 7/1/21 11:10 PM  
**SOURCE:** Website  
**NAME:** Nathan Vetterlein

---

**COMMENT:**

A gondola up Little Cottonwood Canyon, to me, seems like an expensive gimmick to serve only the private business of Alta and Snowbird at taxpayer expense. **(32.2.7A)** There must be other options such as better bus alternatives. **(32.2.9A)**

**COMMENT #:** 2090  
**DATE:** 7/2/21 12:03 AM  
**SOURCE:** Website  
**NAME:** Jerome Brookes-Metcalf

---

**COMMENT:**

Build the Gondola! It would be a great tourist attraction and transport option. Think of the long term opportunity not the short term solution **(32.2.9D)**

**COMMENT #:** 2091  
**DATE:** 7/2/21 12:46 AM  
**SOURCE:** Website  
**NAME:** Brenda Doris

---

**COMMENT:**

I like the initial idea. However we need to be careful about disturbing wildlife and the mountains itself. **(32.29D and 32.13A)** Please do due diligence and carefully review environmental studies to mitigate negative impacts. **(32.29G)**

**COMMENT #:** 2092  
**DATE:** 7/2/21 1:42 AM  
**SOURCE:** Website  
**NAME:** Alec Weeks

---

**COMMENT:**

No gondola! No new infrastructure needed just only allow busses and homeowners up the canyon  
(32.2.9E)



**COMMENT #:** 2093  
**DATE:** 7/2/21 4:09 AM  
**SOURCE:** Website  
**NAME:** Mike Fonseca

---

**COMMENT:**

I support the gondola. I think it's a great idea. (32.2.9D)

**COMMENT #:** 2094  
**DATE:** 7/2/21 5:25 AM  
**SOURCE:** Website  
**NAME:** Jennifer Swift

---

**COMMENT:**

As someone who skis 50+ days a season,... we need to take action and make smart choices for our future and our kids' futures. Put the gondola in. **(32.2.9D)**

**COMMENT #:** 2095  
**DATE:** 7/2/21 5:30 AM  
**SOURCE:** Website  
**NAME:** Ryan Bayne

---

**COMMENT:**

Please opt for the bus instead of gondola. Part of the allure of Snowbird and Alta is the old school roots that run deep. To bring in a gondola ruins that. It also betrays the critical base support of the skiers that have been coming to Alta for 20+ years like my dad's family. It's a special place that an extended bus can serve plenty fine, please do not bring in a gondola. **(32.2.9E and 32.2.4I)**

**COMMENT #:** 2096  
**DATE:** 7/2/21 6:13 AM  
**SOURCE:** Website  
**NAME:** Daniel Capone

---

**COMMENT:**

Private car traffic should be banned from the canyon road. Trains, gondolas, and busses are the only safe and efficient way to maximize the number of people who can enjoy the natural resources in the area. **(32.2.4A)**

**COMMENT #:** 2097  
**DATE:** 7/2/21 6:47 AM  
**SOURCE:** Website  
**NAME:** Tom Librizzi

---

**COMMENT:**

Sounds like a great idea! **(32.29D)**

**COMMENT #:** 2098  
**DATE:** 7/2/21 6:50 AM  
**SOURCE:** Website  
**NAME:** Paul Starcher

---

**COMMENT:**

After spending a lot of money for a winter ski vacation in February of 2020, we were only able to access Snowbird for one day, due to avalanches. This was a huge disappointment since we missed out on skiing Alta and additional days at Snowbird. A gondola may have changed this, allowing us to access the canyon without a bus or car. A gondola will most likely cost more to install than additional buses, but in the long run, it makes economical sense since the gondola will run even if the canyon road is closed. The gondola project is a win-win for the consumer, local business, the taxpayer, and the environment. **(32.2.9D)**

**COMMENT #:** 2099  
**DATE:** 7/2/21 6:52 AM  
**SOURCE:** Website  
**NAME:** Travis Madden

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**COMMENT:**

My opinion is that a gondola is the only solution, not just for snowbird but for many Utah's resorts. I have been riding these canyons for almost 30 years and I can't understand why this hasn't been done sooner. If you have ever been to Europe then you would understand better. Most European resorts are accessed this way. Build a lodge with restaurants, rentals, etc, at the bottom and watch the revenue pour in from riders and non riders alike. It only makes sense! **(32.2.9D)**

**COMMENT #:** 2100  
**DATE:** 7/2/21 6:57 AM  
**SOURCE:** Website  
**NAME:** Dave Egelund

---

**COMMENT:**

The gondola idea is the best. It will work during huge storms or if avalanches happen. There will also be less emissions from buses and cars. **(32.2.9D and 32.10A)**



**COMMENT #:** 2101  
**DATE:** 7/2/21 7:10 AM  
**SOURCE:** Website  
**NAME:** Aaron Straub

---

**COMMENT:**

I support the Gondola proposal **(32.2.9D)**

**COMMENT #:** 2102  
**DATE:** 7/2/21 7:13 AM  
**SOURCE:** Website  
**NAME:** Sara Salmon

---

**COMMENT:**

I am strongly in favor of the bus option. Not only is it less costly, it would be a great benefit to the cycling community to have a bike lane in the non-ski time. **(32.2.9B)** The biggest reason why the gondola is a bad solution, in my opinion, is the unsightly pillars supporting the gondola that will tower above the beautiful canyon. This is not the way to enjoy nature. **(32.17A)**

**COMMENT #:** 2103  
**DATE:** 7/2/21 7:21 AM  
**SOURCE:** Website  
**NAME:** Curtis Sharp

---

**COMMENT:**

I am in support of a Gondola in Little Cottonwood Canyon. **(32.2.9D)** I've been a season pass holder at Snowbird for many year and something needs to happen to improve access. The congestion and avalanche closures are dangerous and exceedingly frustrating. One area of concern with the Gondola would be cost of use. I would want the cost to be reasonable so that it is not just available to a small population of the elite of the community. **(32.2.4A and 32.5A)** Buses would help with congestion (as long as people change their habits and use them), but does not resolve the issue of avalanche danger. Too much time is lost waiting in lines at the bottom of the canyon waiting for the canyon to open.

**COMMENT #:** 2104  
**DATE:** 7/2/21 7:34 AM  
**SOURCE:** Website  
**NAME:** Quinn Bell

---

**COMMENT:**

I overwhelmingly support the Gondola as a path moving forward. It will help preserve LCC and will have the least environmental impact to the canyon. **(32.2.9D)**

**COMMENT #:** 2105  
**DATE:** 7/2/21 7:41 AM  
**SOURCE:** Website  
**NAME:** Alexander Evans

---

**COMMENT:**

No gondola please. Few people stand to benefit. The canyon will suffer. (32.2.9E)

**COMMENT #:** 2106  
**DATE:** 7/2/21 7:42 AM  
**SOURCE:** Website  
**NAME:** Keith Chelm

---

**COMMENT:**

I visit Utah at least twice a year to visit friends in Cottonwood Heights and to ski. This gondola would improve commuting to Snowbird and Alta and would help the environment by reducing carbon. I support this project. **(32.10A and 32.2.9D)**

**COMMENT #:** 2107  
**DATE:** 7/2/21 7:50 AM  
**SOURCE:** Website  
**NAME:** Declan Detrick

---

**COMMENT:**

build that gondola. it certainly will help traffic in the canyon. it's a short term fix and you need to look into the future to limit access. like any other venue..it only can hold so many users. it's a finite resource and it's being over used now. I believe that you are behind now and if you don't do this fast..you will never catch up in time before the canyons (big and little) will become in usable. thank you **(32.2.9D)**

**COMMENT #:** 2108  
**DATE:** 7/2/21 7:58 AM  
**SOURCE:** Website  
**NAME:** Barbara Bauer

---

**COMMENT:**

I do not support a gondola going through the most beautiful boxed canyon in the world. The cables and support towers will be such an eye sore!!! There's got to be a better way. Just have mass transit take everyone up the canyon. Don't ruin it!!! **(32.2.9E, 32.17A, and 32.2.2B)**



**COMMENT #:** 2109  
**DATE:** 7/2/21 8:03 AM  
**SOURCE:** Website  
**NAME:** Marylynn Burrows

---

**COMMENT:**

I support the gondola as a better solution. (32.2.9D)

**COMMENT #:** 2110  
**DATE:** 7/2/21 8:06 AM  
**SOURCE:** Website  
**NAME:** Mike Christensen

---

**COMMENT:**

I am against the expense of building a gondola system in the Cottonwood Canyon. (32.2.9E)

**COMMENT #:** 2111  
**DATE:** 7/2/21 8:08 AM  
**SOURCE:** Website  
**NAME:** Kevin Banick

---

**COMMENT:**

A gondola only benefits the ski resorts. The bus lane can move people to other parts of the canyon efficiently. **(32.2.6.3C)** Alternatively, getting rid of the ikon pass would solve these issues and make the ski resorts more money. **(32.2.2K)**

**COMMENT #:** 2112  
**DATE:** 7/2/21 8:11 AM  
**SOURCE:** Website  
**NAME:** Marvin Chapman

---

**COMMENT:**

Excellent work on the EIS. As I have stated earlier, my preference is the gondola option. **(32.2.9D)** It appears to have less potential for interrupted service due to weather events. However, it is of utmost importance to ensure the gondola design include provisions for high mechanical reliability, ease of maintenance and continued operation during primary power failure. Imagine the potential for horrific potential if the gondola becomes mechanically disabled for an extended period of time! **(32.2.6.5K)**

I would like to recommend, once again, considering using the gondola approach to move forward on the resort interconnect concept. In my view, this will happen eventually, and the time is right for taking bold broad strokes toward making Utah skiing in the same class as European resorts. To begin, a short simple Gondola connection between Park City and the top of Big or Little Cottonwood would make a huge impact on the variety of ski options in the region. Simple ground based follow-up connections between resorts after the gondola trip could be very inexpensive, and low environmental impact. This modest investment would create enormous recreational variety and help mitigate overcrowding at the resorts. The Park City - Cottonwoods Gondola Connection would play a significant role in reducing vehicular congestion on highway 215 coming from Interstate I 80 East. **(32.2.2Q and 32.2.2N)**

I understand the issues associated with resort operations, lift pass fees and corporate profit sharing. My view is that, at this point, ski areas could continue to operate as independent entities as long as they wish. The gondola would simply be a transportation option -- not an endorsement of the Interconnect concept. This would be a bold, elegant and cost-effective action.

With a simple add-on to the current gondola proposal, those individuals enjoying the magnificent Wasatch experience in the distant future will marvel at the foresight and wisdom of today's planners!

**COMMENT #:** 2113  
**DATE:** 7/2/21 8:14 AM  
**SOURCE:** Website  
**NAME:** Martin Hettinger

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**COMMENT:**

Our entire family has been enjoying Snowbird for more than 20 years in summer and winter. The Gondola seems like a great solution **(32.2.9D)**.

**COMMENT #:** 2114  
**DATE:** 7/2/21 8:18 AM  
**SOURCE:** Website  
**NAME:** Morgan Ryan-Angel

---

**COMMENT:**

Of the 2 options presented, my family and I feel the Gondola will be the best solution to the current traffic problem. The inclusion of the base station will enable for a greater user experience from start to finish than sitting on a bus will allow. **(32.2.9D)**

**COMMENT #:** 2115  
**DATE:** 7/2/21 8:26 AM  
**SOURCE:** Email  
**NAME:** Ryan Ermisch

---

**COMMENT:**

Good morning. I own property in Salt Lake City and I really care about Little Cottonwood Canyon and I want to make sure it remains beautiful for decades to come.

The Gondola will actually pay for itself, whereas the busses will be a drag on the economy. Think about how many people will visit just because of the beautiful views and amazing ride up the canyon on one of the Gondolas. Think about the revenue it would generate which could help fund projects that are badly needed around Salt Lake. It could help solve some of the homeless problems, fund additional infrastructure projects and many other projects,... it would really be a boost to the economy. Moreover, it might be the one project that helps Salt Lake City receive the next winter Olympic nomination. **(32.6B and 32.2.4A)**

No one will care to ride a bus up the canyon and my fear is that is what will end up happening. Buses will not solve a problem. You will still have accidents, you will still have to close the road due to avalanches and every time this happens, you will wish you had an alternative way to get up the canyon. Moreover, I am shocked buses are even considered. Look around Salt Lake City, look around America. Buses are empty and NO ONE will ditch their car to hop in another car / bus. **(32.2.4A and 32.7C)**

Why does everyone envy the Swiss and Austrian's and their amazing trains and Gondolas up to all of their jagged 10,000+ peaks. Has anyone ever complimented them on what a great bus system they have? I just hope you don't support the auto industry for reasons we don't know about. Buses are dirty and they will destroy the environment up the canyon.

Be brave, be forward thinking. Otherwise, it will just be another boring, waste of money and empty buses.

Please support the Gondola. **(32.2.9D)**

Thank you.

**COMMENT #:** 2116  
**DATE:** 7/2/21 8:29 AM  
**SOURCE:** Website  
**NAME:** Nick Vitale

---

**COMMENT:**

I think that a flex lane which could be dedicated for extra busses is a better solution to the issue than a gondola who will only service the resorts. **(32.2.9B)** What about during the summer? **(32.1.2B)** Have you guys given this more thought than for a marketing stunt for the resorts at the expense of taxpayer ? **(32.2.7A)**



**COMMENT #:** 2117  
**DATE:** 7/2/21 8:38 AM  
**SOURCE:** Website  
**NAME:** Landon Meier

---

**COMMENT:**

Utah native and outdoor enthusiast...I vote in favor of the gondola to save our canyon. **(32.2.9D)**

**COMMENT #:** 2118  
**DATE:** 7/2/21 8:40 AM  
**SOURCE:** Website  
**NAME:** Michael Anderson

---

**COMMENT:**

I definitely support building a gondola for access up little cottonwood (32.2.9D)

**COMMENT #:** 2119  
**DATE:** 7/2/21 8:42 AM  
**SOURCE:** Website  
**NAME:** John Garfield

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**COMMENT:**

First, thank you for asking for public input. It is important that the community has a voice. I would like to add my voice supporting the gondola idea. First, it is much more environmental option. Second, it will take cars off the road. **(32.2.6.5D)** Third, it can still be operated even if the road is closed. Fourth, continual damage to the mountain by adding additional lines will be unnecessary. And finally, it is just cool. It would be very unique. **(32.2.9D)**

**COMMENT #:** 2120  
**DATE:** 7/2/21 8:42 AM  
**SOURCE:** Website  
**NAME:** Sandra Hiskey

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**COMMENT:**

I support the gondola proposal because it seems like the right choice to keep out canyons free of bus exhaust and all of the other environmental problems associated with running huge busses up our canyons. **(32.10A)** A gondola system would better support the large number of people using LCC, and it seems like the best investment and the most environmental friendly use of tax-payers money. I fully support the gondola proposal. **(32.2.9D)**

**COMMENT #:** 2121  
**DATE:** 7/2/21 8:42 AM  
**SOURCE:** Website  
**NAME:** David Atkins

---

**COMMENT:**

Brilliant plan! Hopefully it runs early to try to get as many people up before opening bell as possible vs current bus schedule. It would be great if this and bus expansion happened in parallel to give the most capacity. **(32.29D)**

**COMMENT #:** 2122  
**DATE:** 7/2/21 8:52 AM  
**SOURCE:** Website  
**NAME:** Shane Duncan

---

**COMMENT:**

the point is not to get more people up the canyon. when the canyon is full, its full. im in favor of more buses to reduce cars. but there needs to be a point, when no more people are allowed up the canyon.  
**(32.1.2B)**

**COMMENT #:** 2123  
**DATE:** 7/2/21 8:53 AM  
**SOURCE:** Website  
**NAME:** Gregg Royer

---

**COMMENT:**

Seems like a great solution. So many plus points. Same issues at Breckenridge gondola works well.  
**(32.29D)**

**COMMENT #:** 2124  
**DATE:** 7/2/21 9:05 AM  
**SOURCE:** Website  
**NAME:** Karl Sjogren

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**COMMENT:**

I've been coming to Utah to ski for almost 10 years. While the growth and development of The Valley has been astounding. The increase in traffic, congestion and pollution and disheartening.

The gondola is a once in a lifetime opportunity to set development in the cottonwoods on a more sustainable path. Reducing pollution, increasing access, creating a tourist attraction in its own right. Adding a gondola brings the cottonwood canyon on par with the greatest resorts of Europe-where your access from the airport is by public transit. Is fast low cost and easy. And most importantly. Beautiful.  
**(32.2.9D)**

Really encourage the community to embrace the gondola.



**COMMENT #:** 2125  
**DATE:** 7/2/21 9:05 AM  
**SOURCE:** Website  
**NAME:** Brett Johnson

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**COMMENT:**

Thank you for the work and effort in making LCC a sustainable recreation area for those of us that love to be in the mountains. I want to communicate my support for a Gondola as I believe it is the best long term solution for the canyon. **(32.2.9D)**

**COMMENT #:** 2126  
**DATE:** 7/2/21 9:17 AM  
**SOURCE:** Website  
**NAME:** Arashan Heikkila

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**COMMENT:**

I support the project to add a gondola. Hopefully this will reduce traffic and allow better access during storms and canyon closure. **(32.2.9D)**

**COMMENT #:** 2127  
**DATE:** 7/2/21 9:19 AM  
**SOURCE:** Website  
**NAME:** Harry Sullivan

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**COMMENT:**

Hi, please do not wreck the boulders. Why do we have to pay for the ski resorts problems. Make the busses go up and down more often, limit the members in the resort. Don't let lcc go to poop. **(32.4A and 32.4B, 32.2.4A, and 32.2.9A)**

**COMMENT #:** 2128  
**DATE:** 7/2/21 9:21 AM  
**SOURCE:** Website  
**NAME:** Christian Johnson

---

**COMMENT:**

I support the road widening and bus alternative. **(32.2.9B)** The gondola supports two private business entities, Snowbird and Alta. The bus option can support users of all types in the canyon, those going to the ski resorts and those going to trailheads to backcountry ski, snowshoe, etc. **(32.2.6.3C)** In the summer the extra lane can be used for pedestrians bikes, while the gondola option serves no purpose in the summer. One other benefit of the road over the gondola option is the affect on the viewshed in the canyon. Big towers with gondola cars will destroy the iconic views in Little Cottonwood Canyon. **(32.17A and 32.17B)**

**COMMENT #:** 2129  
**DATE:** 7/2/21 9:22 AM  
**SOURCE:** Website  
**NAME:** Stephanie Cooper

---

**COMMENT:**

The bus system is the most environmentally friendly, visually friendly, cost-effective, and inclusive option. Building a new gondola is expensive and requires new surface disturbance while the bus system infrastructure is already in place. Progress for the sake of progress is out of style. Let's do what's right for the environment and the most people. **(32.2.9A)**

**COMMENT #:** 2130  
**DATE:** 7/2/21 9:23 AM  
**SOURCE:** Website  
**NAME:** Jeff Haymond

---

**COMMENT:**

It's about time. Do it! (32.29D)

**COMMENT #:** 2131  
**DATE:** 7/2/21 9:24 AM  
**SOURCE:** Website  
**NAME:** Anthony Cianflone

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**COMMENT:**

What happens when the 1800 spots in the parking area are full? Is there a charge for parking in the area and a charge for the gondola? The lines for this are going to be incredibly long. The entire process can take up to 1.5 hours to get to the resorts **(32.2.6.2.1C, 32.2.6B, and 32.2.6.5C)**

**COMMENT #:** 2132  
**DATE:** 7/2/21 9:27 AM  
**SOURCE:** Website  
**NAME:** Amy Roach

---

**COMMENT:**

I vote for the gondola option in LCC for a number of reasons but most importantly the fact that its the most environmentally friendly option. **(32.2.9D)**  
Thank you for your consideration.



**COMMENT #:** 2133  
**DATE:** 7/2/21 9:30 AM  
**SOURCE:** Website  
**NAME:** James Kay

---

**COMMENT:**

I do not support the gondola. **(32.2.9E)** Looks like a state-funded project to greatly enhance year-round visitation at Snowbird. The gondola is an elegant concept but the 1800-car parking lot will be overwhelmed on the first sunny powder day as cars are backed up to the exit ramp of I-215. **(32.2.6.2.1C and 32.2.6.5E)** The only long-term solution is to enact a daily limit on the number of cars allowed up the canyon. **(32.2.4A)**

**COMMENT #:** 2134  
**DATE:** 7/2/21 9:35 AM  
**SOURCE:** Website  
**NAME:** Austin Deckard

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**COMMENT:**

Absolutely support this! 3 years of construction and a massive reduction in traffic and emissions. How could we not? **(32.10A and 32.29D)**

**COMMENT #:** 2135  
**DATE:** 7/2/21 9:36 AM  
**SOURCE:** Website  
**NAME:** Chelsea Kozisek

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**COMMENT:**

As a resident of Sandy and a skier, I am strongly opposed to the proposed gondola. **(32.2.9E)** If we truly want to preserve our canyons and reduce traffic, building the longest gondola in the world is the worst possible solution. This will drastically increase traffic and turn LCC into a tourist trap. **(32.7C)** A “must do,” attraction for everyone skiing anywhere in the surrounding area. It would be heavily marketed by the resorts as a tool to bring more people into LCC, which undermines the goal of the project. **(32.1.2B)** I’m sure it would increase revenue for the resorts but over time it would drastically change the canyon and the community, and not for the better. I have no doubt the resorts would push to keep it running year round, marketing to every summer tourist driving through SLC. **(32.2.6.5F)** LCC is not a tourist trap for the resorts to use to line their pockets. **(32.2.7A)** We will do everything we can to fight this gondola and protect our canyons and the community where it is proposed to be built.

A bus solution makes more sense and will not attract more visitors into the canyon, it will serve the ones we already have and deal with natural growth over time. There’s no doubt we’re only going to see the population grow, both tourists and in the community itself, but the bus solution won’t attract additional growth on its own. Of the two ideas proposed, buses are by far the best option. Let’s find a solution for our traffic problem, not create revenue opportunities for the resorts **(32.2.9A)**.

**COMMENT #:** 2136  
**DATE:** 7/2/21 9:39 AM  
**SOURCE:** Website  
**NAME:** Bill Peterson

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**COMMENT:**

I favor the GONDOLA solution for Little Cottonwood Canyon. **(32.2.9D)**

I have spent quite a bit of time recreating in Little Cottonwood Canyon over the last 30 years, and it is very important to me that the canyon remain as "natural" as possible, continuing to provide excellent recreational opportunities to us all. If we must accommodate additional traffic, the Gondola provides the smallest footprint, both in construction as well as daily use.

Not only would widening the road be the most destructive, but even with fully EV bus use, the traffic would impact the character of the canyon. **(32.7A, 32.12B, and 32.13B)**

Additionally, road should provide for safe cycling, a popular activity in the summer. This is best achieved by a wide bicycle lane going up, as well as safe speed limits and limited traffic that would ensure safe cycling going down. The GONDOLA again is the best solution, where a larger road with increased bus and car traffic would not.

The GONDOLA provides the best solution, and I encourage UDOT to adopt that approach.

**COMMENT #:** 2137  
**DATE:** 7/2/21 9:48 AM  
**SOURCE:** Website,Email  
**NAME:** Ralph Becker

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**COMMENT:**

Dear Little Cottonwood Canyon Environmental Impact Statement Team,  
The Central Wasatch Commission, by a unanimous vote, requests that the Comment Period for the Little Cottonwood Canyon Draft Environmental Impact Statement be extended from 45 to 90 days. We appreciate the tremendous amount of work that UDOT has put into the Little Cottonwood Canyon Environmental Impact Statement. There are volumes of information and analysis that are being made available for public review for the first time. The Central Wasatch Commission request that additional time be provided to properly review and comment on this important document for Central Wasatch Mountains decision making. **(32.29A)**  
Thank you for your consideration,  
Ralph Becker, Executive Director

**COMMENT #:** 2138  
**DATE:** 7/2/21 9:53 AM  
**SOURCE:** Website  
**NAME:** Wayne Fletcher

---

**COMMENT:**

I strongly feel the gondola is the best solution to relieve the congestion in Little Cottonwood Canyon and also alleviate air pollution in the Salt Lake Valley. **(32.10A and 32.2.9D)**

**COMMENT #:** 2139  
**DATE:** 7/2/21 9:54 AM  
**SOURCE:** Website  
**NAME:** Flip Hexor

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**COMMENT:**

█ your gondola (32.2.9E)

**COMMENT #:** 2140  
**DATE:** 7/2/21 9:54 AM  
**SOURCE:** Website  
**NAME:** Logan Voellinger

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**COMMENT:**

I feel the gondola option makes the most sense for the future of Little Cottonwood Canyon; as the population grows, I don't believe any other options will be able to combat the traffic in any long-term way; not to mention the inevitable construction traffic and negative environmental impact that will ensue with adding additional lanes or other road work. Much more parking will be needed at the base! Looking forward to cutting emissions and traffic lines down. **(32.7A, 32.2.9D, 32.2.6C, 32.10A, and 32.2.6.2.1C)**



**COMMENT #:** 2141  
**DATE:** 7/2/21 9:59 AM  
**SOURCE:** Website  
**NAME:** Lincoln Hoffman

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**COMMENT:**

The gondola seems like the best fit both fiscally and environmentally. **(32.2.9D)**

**COMMENT #:** 2142  
**DATE:** 7/2/21 10:03 AM  
**SOURCE:** Website  
**NAME:** Lucas Porter

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**COMMENT:**

Adding another lane of traffic to 210 is the wrong choice for Utah and the wrong choice for Little Cottonwood Canyon. More lanes and more traffic will not improve congestion and will be a detriment to our pristine alpine playground. **(32.7A)** While I am not a big supporter of increasing crowds at Alta-Snowbird, the gondola offers the only true solution to congested roads, along with the potential to be low or zero carbon. **(32.10A)** We must preserve our winters and reduce carbon emissions. Paving and repeated repaving of a new third lane over the coming years and decades will surely increase our carbon footprint and will degrade the quality of our beloved Cottonwoods. **(32.2.9D)**

**COMMENT #:** 2143  
**DATE:** 7/2/21 10:03 AM  
**SOURCE:** Website  
**NAME:** Jeri Fowles

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**COMMENT:**

I support the gondola. There need to be stops at White Pine trailhead and possibly other areas in the canyon to reduce congestion and environmental impact in those areas as well. **(32.2.9D and 32.2.6.5G)**

**COMMENT #:** 2144  
**DATE:** 7/2/21 10:07 AM  
**SOURCE:** Website  
**NAME:** Emmett Ross

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**COMMENT:**

I borrowed some of this comment from a reddit user "mckluts" because I think it does a great job of explaining all of the reasons why I love the bus and they are much more eloquent than I am.

I think the only good option is to expand the bus service. The bus service checks all the marks that your average user is looking for. Quick (dedicated lane for busses in peak times), easy (large parking hubs reduces risk of having to fight for parking), reliable (running several busses at the same time means that the entire "system" will rarely come to a halt - the exception being canyon closures), cheap/free to use (UTA riding is normally free with a ski pass). **(32.2.9B and 32.2.4A)**

Canyon closures should not be considered an issue for recreationalists - people having to wait 3 hours to go ski powder isn't a taxpayer issue. The issue is people not being able to access or leaving their homes in Cottonwood Heights and Sandy because of the gridlock, medical emergencies at the resorts, and tourists missing flights because they can't get back to the valley. The gridlock can be managed with a police presence. Medical emergencies can either be treated on site or stabilized until an airlift can be completed. Tourists can reschedule flights. If it is really an issue we are prioritizing, let's throw the avalanche sheds in on top of the enhanced bus service. Expensive, but it really is the best of both worlds. **(32.7B and 32.7C)**

Back to the bus system positives. The planned bus stops can be adapted quickly and easily each year, so hikers/bikers/backcountry skiers can get dropped off at important/popular hubs if the demand is there. Plus, in the summer, the bus priority lane gets used by pedestrians and bicyclists. Way safer for them, and makes driving LCC way easier not having to go around cyclists. **(32.2.6.3C)**

Everything that comes out about the gondola makes it seem like a bad idea. Multiple transfers, limited onsite parking (though the La Caille option appears to mitigate this), slow operation and long wait time to get to Alta. **(32.2.6.2.1C, 32.2.6.5C, and 32.2.6.5O)**. Not to mention it is more expensive as well. At this point, the only benefit over the enhanced bus service is being able to run over avalanche debris. Great to transfer people and goods during what would otherwise be an interlodge, but the reality is that one long weekend a year where there is an interlodge is not a good enough justification against all of the other downsides. **(32.2.6.5H)**

To reiterate, I really like the idea of implementing a system that adapts with the seasons. With busses, the use case changes in summers and provides benefits to locals that want to use the canyons. With the gondola, it's literally only moving people to two ski resorts and out of peak season it is completely useless. For such a large investment that is going to be assisted by local taxpayers, it just doesn't seem to pay itself off. **(32.2.7A)**

Finally, a strong bus system can also grow to help BCC. Throwing up a gondola in LCC helps them out, but does nothing for the other half of the motorists heading towards BCC. A strong, fast, well utilized bus system can assist both canyons without much additional effort.

My vote is for the busses. Getting avalanche sheds would be the ideal next step, and I think is the way forward.

**COMMENT #:** 2145  
**DATE:** 7/2/21 10:08 AM  
**SOURCE:** Website  
**NAME:** Ben Christensen

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**COMMENT:**

To UDOT,

I have lived in the salt lake valley for nearly 30 years, moving here when I was just 6. I have been utilizing the Cottonwood Canyons for that same time period. Watching the usage increase has been exciting and also frustrating at time. It is understandable that an alternative to transportation needs to happen. I personally believe that increased bussing is the best alternative, second to a dedicated bus lane, and last is the gondola option. I have personally watched the bus usage increase in years past. The thought of using this lane as a dedicated bike lane in the summers is also appealing. So once again, my vote as a Salt Lake resident and local, is for bussing, NOT a gondola. **(32.2.9A and 32.2.9E)**

**COMMENT #:** 2146  
**DATE:** 7/2/21 10:11 AM  
**SOURCE:** Website  
**NAME:** Jimmy Pearson

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**COMMENT:**

Give us the gondola! **(32.2.9D)**

**COMMENT #:** 2147  
**DATE:** 7/2/21 10:16 AM  
**SOURCE:** Website  
**NAME:** A Rice

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**COMMENT:**

This is a great idea to put a Lacaille station in place **(32.29D)**

**COMMENT #:** 2148  
**DATE:** 7/2/21 10:30 AM  
**SOURCE:** Website  
**NAME:** Dennis Bischoff

---

**COMMENT:**

This has been debated to death. We need to move forward ASAP as there will only be more and more skiers not less **(32.29D)**



**COMMENT #:** 2149  
**DATE:** 7/2/21 10:36 AM  
**SOURCE:** Website  
**NAME:** John Rupp

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**COMMENT:**

Hi, my name is John and I'm a lifty at Snowbird. I think that the gondola is the best option for three reasons. First, the gondola will have less impact on the canyon than widening the road. Second, the gondola will allow guests to get down the canyon in the event of a road closure. Third, the gondola will be a good way for out-of-towners to get up the canyon without having to buy tire chains that they might never use again. **(32.2.9D)**

**COMMENT #:** 2150  
**DATE:** 7/2/21 10:36 AM  
**SOURCE:** Website  
**NAME:** Scott Densley

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**COMMENT:**

Lived and skied In littlecottonwood canyon since the sixties and any improvements to the canyon should be for improved bus service. **(32.2.9A)**

We certainly don't need large transportation hub at the base of the canyon. To spend that much money essentially for one ski resort is absurd. **(32.2.7A)** The amount of people on the hill is already very dangerous, I vote for no gondola **(32.2.9E and 32.20C)**

**COMMENT #:** 2151  
**DATE:** 7/2/21 10:50 AM  
**SOURCE:** Website  
**NAME:** William Green

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**COMMENT:**

Please build the gondola! It is an elegant, long-term, sustainable solution. **(32.2.9D)**

**COMMENT #:** 2152  
**DATE:** 7/2/21 11:15 AM  
**SOURCE:** Website  
**NAME:** Kate Handy

---

**COMMENT:**

I vote for the gondola option. **(32.2.9D)**

**COMMENT #:** 2153  
**DATE:** 7/2/21 11:16 AM  
**SOURCE:** Website  
**NAME:** Tom Macfarlane

---

**COMMENT:**

I strongly prefer enhanced bus service with no widening of the roadway at all. **(32.2.9A)**

**COMMENT #:** 2154  
**DATE:** 7/2/21 11:19 AM  
**SOURCE:** Website  
**NAME:** Karl Meltzer

---

**COMMENT:**

start the gondola at the base of 7 turns. About 3mi up the road, build a parking structure into the mountainside on the north side of the creek. No avalanche paths to worry about, and it won't even be seen from below. Noone waits on the road because the gondola starts 3 mi up the canyon. **(32.2.2Z)**

**COMMENT #:** 2155  
**DATE:** 7/2/21 11:21 AM  
**SOURCE:** Website  
**NAME:** Jen Denton

---

**COMMENT:**

Please please please leave our beautiful canyon alone!! I have lived here my whole life and there has to be another solution that allows for lifetime residents to access our favorite places. There needs to be a way for residents to travel up the canyon and visit somewhere other than snowbird or Alta directly. Please do not take away our beautiful mountains to build gondolas. **(32.17A)** A simple solution is to put a toll booth and limit the number of cars that go. **(32.2.2Y)** Residents should be able to have a pass that allows them to travel up the canyon in their private vehicles. **(32.2.4A)** I will be deeply saddened if our beautiful canyon is ruined by a gondola or if our favorite trails are rerouted or ruined to widen the road. **(32.4A)** Just limit the number of cars that can go up and let us access our beautiful home without disturbing its beauty!! **(32.2.4A)**

**COMMENT #:** 2156  
**DATE:** 7/2/21 11:28 AM  
**SOURCE:** Website  
**NAME:** Earl Manley

---

**COMMENT:**

we do need something. I see too many single occupent vehicles comi **(32.29D)**



**COMMENT #:** 2157  
**DATE:** 7/2/21 11:33 AM  
**SOURCE:** Website  
**NAME:** Curtis Tanner

---

**COMMENT:**

The two chosen alternative are both short-sighted. The needs to be light rail to Granite climbing area, White Pine, Snowbird, Alta, Brighton, Deer Valley and Park City. **(32.2.2N and 32.2.2H)** Obviously way more expensive, but much, more benefit including allowing commuter travel in the opposite direction from ski travel. Use the road as a snow-shed the entire way and rail travel will never be shut down. Think swiss, not Utah cheapskate. Eventually connect to Wasatch Mtn state park and Heber or Midway.

**COMMENT #:** 2158  
**DATE:** 7/2/21 11:49 AM  
**SOURCE:** Website  
**NAME:** Sean Paulsen

---

**COMMENT:**

Let's consider the long-term solution to Little Cottonwood Canyon's human impact with the proposed gondola. **(32.2.9D)**

**COMMENT #:** 2159  
**DATE:** 7/2/21 11:49 AM  
**SOURCE:** Website  
**NAME:** Hannah Parrish

---

**COMMENT:**

I support the proposal for the gondola. This will reduce the reliance on vehicles to get up the canyon which is unsustainable. It will be important to keep this option affordable for the general public so that everyone has equal access to the great outdoors. **(32.2.9D)**

**COMMENT #:** 2160  
**DATE:** 7/2/21 11:58 AM  
**SOURCE:** Website  
**NAME:** Ben White

---

**COMMENT:**

While I understand that a HUGE majority of people are traveling to Alta and Snowbird, how will the gondola provide access to White Pine trailhead? It is often overfilled beyond capacity and I think absolutely worth a stop, especially if the taxpayer is paying for it. **(32.2.6.5G and 32.2.7A)**

Running the gondola during the summer months would be nice too. Can you update this website with data from Telluride and Europe about how gondola/ tram access instead of roads helps tourism/ the economy? **(32.2.6.5F)**

Where is the 1800 car parking number coming from? Somehow that seems low, considering there are about 5000 parking spots in the canyon. **(32.2.6.2.1C)**

**COMMENT #:** 2161  
**DATE:** 7/2/21 12:08 PM  
**SOURCE:** Website  
**NAME:** Leslie Kovach

---

**COMMENT:**

The little cottonwood EIS is a flawed review of a problem that 2 businesses claim to have and one claims to solve at taxpayer expense. **(32.1.2B)** The gondola should not be considered because it only supports Alta, Snowbird and CW properties. Not the watershed, the forest or people who do not ski. **(32.2.7A, 32.17A, and 32.13A)** No consideration of different mitigation alternatives have been put forth, such as tolling, or restricting private vehicles. **(32.2.4A)** In addition, no consideration has been given to any of the residents who live on this corridor and what this expansion will do to their homes and their lifestyle. **(32.2.6.2.2A, 32.4F, and 32.4I)** This is environmental destruction at it finest at the taxpayers expense. **(32.2.7A)**

Just this am 7/2/2021 a bicyclist was hit on Wasatch. UDOT has not given any consideration to the community and what or how people would like to recreate in the area which is bicycling, walking and crossing the road. We don't need high speed traffic and noisy cars speeding through a neighborhood. **(32.2.6.2.2A and 32.11B)** The widening of Wasatch has been buried in the EIS, much to the chagrin of the residents, and others who may comment on the EIS. **(32.2.6.2.2A)**

**COMMENT #:** 2162  
**DATE:** 7/2/21 12:08 PM  
**SOURCE:** Website  
**NAME:** Robert Ferguson

---

**COMMENT:**

Absolutely do not put a gondola in Little cottonwood canyon. Just improve the road as they do in the Alps. **(32.2.9E)**

**COMMENT #:** 2163  
**DATE:** 7/2/21 12:15 PM  
**SOURCE:** Website  
**NAME:** Jason Ehrhart

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**COMMENT:**

I have lived at the mouth of Little Cottonwood Canyon for most of 40 years and watched access to Alta and Snowbird evolve over that time. I am a frequent traveler of that canyon roads, both privately and on public transportation during that time period. During the summers, I watched as it went from a less frequently traveled road, to a nightmare of crowds, often parking illegally and dangerously. Over loving the outdoors as it were. In the winter, there is now a dread of driving up the canyon, mainly because of the quantity of unprepared and unskilled drivers and vehicles that attempt to go up and down the canyon. This is the worst experience because this two lane road can be blocked and become very dangerous due to a single drive or vehicle that has a problem. The vehicle can be a bus, transportation van, or private car/truck. Usually, the main problem here is a lack of reasonable tires for the conditions. I will talk more about that below. The driver can be from out of the country, state, or just out of town far enough to not frequently be accustomed to driving during a storm. Any of these can end up sliding off the road and blocking traffic in either direction, but mostly coming down at the end of the day. **(32.1.2B)**

It is my humble opinion, that vehicles without real, serious winter tires, do not belong on the canyon road at any time during the fall, winter, or spring months, due to the ability of snow to fall during those times, often at unpredictable times. If an unprepared vehicle, meaning no real snow tires, (with or without a skilled winter conditions driver), gets up the canyon either prior to a storm starting, or early in the storm before the snow effects the road, coming down that road is nothing short of terrifying and extremely dangerous. This is when the danger level rises very quickly for all of the other vehicles that have an obligation to stop for these vehicles, or travel at a very very slow speed. **(32.2.2M)** Buses would not be immune to this effect and can frequently cause this stopped situation. Cars waiting for a wreck or slide off are in danger due the avalanches that frequent Little Cottonwood Canyon. In fact, we have had vehicles hit by avalanches waiting for such an accident to be cleared in the past. We are very fortunate that this has not happened more frequently and resulted in injuries or fatalities. Give the extreme nature of future weather events, this will happen more frequently, not less. Adding more buses and routes, will not really solve this problem, removing vehicles from the road, (not completely, but as many as possible), is the only real solution here. **(32.2.4A)** Also, currently, when vehicles get up the road before a storm, there is no checking they can descent the canyon road safely, and many that should not attempt it, are obligated to try. These unprepared vehicles/drivers should either not be allowed up the road in the first place. Especially if a storm is simply predicted or expected. Additionally, they should not be permitted to risk the lives of others by allowing them to attempt to drive down, causing a three to six hour traffic jam, we call a red snake. This includes cables which offer nearly nothing in terms of additional traction. All cables do is create another dangerous situation as people often try to install cables on the road only after they no longer have enough traction to move. Real winter tires are the only solution for winter canyon driving. **(32.2.2M)**

A gondola with appropriately sized parking, would remove this dangerous possibility and allow skiers to egress the canyon without exposing the masses to a dangerous situations that I described above. I full heartily support the gondola to remove as many vehicles from the road as we possibly can to protect us from ourselves. Enhanced bus service is a poor band aid on problem that needs resolving for real public safety. **(32.2.9D)**

**COMMENT #:** 2164  
**DATE:** 7/2/21 12:26 PM  
**SOURCE:** Website  
**NAME:** Julia Torvi

---

**COMMENT:**

LOVE IT OMG DO IT!!!!!!!!!! Very very very very pro this **(32.29D)**



**COMMENT #:** 2165  
**DATE:** 7/2/21 12:39 PM  
**SOURCE:** Website  
**NAME:** Person Person

---

**COMMENT:**

Although more expensive upfront, I believe the Gondola option is preferred and would provide a more distinct user experience. The Wasatch Front Regional Council recently posited that widening roads or building additional lanes simply incentivizes people to adapt their lifestyles, but does not necessarily correlate to a decrease in the total number of cars on the road. Even with a dedicated BRT lane up the canyon, I do not believe that it would drive down AADT. **(32.2.4A)** A Gondola, however, would inherently remove vehicular congestion, offer a more memorable experience for tourists and locals alike, and (based on the prelim docs from UDOT) cost less in annual O&M for only an additional 5 extra minutes in commute time compared to the BRT option. Optically, I think we should reinforce our global reputation as a world-class ski and recreational destination and invest in a Gondola. **(32.2.9D)**

**COMMENT #:** 2166  
**DATE:** 7/2/21 12:46 PM  
**SOURCE:** Website  
**NAME:** Timothy Peterson

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**COMMENT:**

PLZ build it!!! (32.29D)

**COMMENT #:** 2167  
**DATE:** 7/2/21 12:47 PM  
**SOURCE:** Website  
**NAME:** Dylan Ferguson

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**COMMENT:**

My name is Dylan Ferguson and I am a 16 year old skier, alcoholic, and environmental advocate. I love the idea of making Little Cottonwood Canyon more accessible and safe, however I do not believe a Gondola is the best solution. **(32.2.9E)** Instead, we should be more focused on improving the infrastructure, usability, and safety of the canyon's main road. We could reduce emissions by improving and encouraging shuttling, busing, and carpooling. **(32.2.4A)** This would mean less cars, more experienced drivers, and easier access. A concern of mine is that while the Gondola itself might be green, the energy needed to power it might not be so green. **(32.10A)** I implore you to maintain the classy and traditional nature of Alta and Snowbird and hope you reconsider putting a Gondola on our beautiful mountain. Thank you.

**COMMENT #:** 2168  
**DATE:** 7/2/21 1:06 PM  
**SOURCE:** Website  
**NAME:** Juergen Koehn

---

**COMMENT:**

Tram , the only logical long term Solution **(32.2.9D)**.

**COMMENT #:** 2169  
**DATE:** 7/2/21 1:15 PM  
**SOURCE:** Website  
**NAME:** Dasha Keith

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**COMMENT:**

I support the gondola option **(32.2.9D)**

**COMMENT #:** 2170  
**DATE:** 7/2/21 1:32 PM  
**SOURCE:** Website  
**NAME:** Kay Tran

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**COMMENT:**

I am in favor of increased buses, dedicated bus lane and snow sheds. Furthermore, Ikon pass needs to be banned from LCC permanently. **(32.2.9B and 32.2.2K)**

**COMMENT #:** 2171  
**DATE:** 7/2/21 1:32 PM  
**SOURCE:** Website  
**NAME:** Sam Liston

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**COMMENT:**

I like the proposed gondola solution, but have a question about how one would get to the White Pine Trailhead. **(32.2.9D, 32.2.4A, and 32.2.6.5G)**

**COMMENT #:** 2172  
**DATE:** 7/2/21 1:55 PM  
**SOURCE:** Website  
**NAME:** Connie Barney

---

**COMMENT:**

With either choice the impact on the Canyon will be huge. I have watched what happens to surrounding Trees and Habitats when "men at work" start digging up the Forest. **(32.13A and 32.13B)**



**COMMENT #:** 2173  
**DATE:** 7/2/21 2:02 PM  
**SOURCE:** Website  
**NAME:** Cydney Rollins

---

**COMMENT:**

I believe the most optimal, long-term transportation option in Little Cottonwood Canyon would be to have a gondola. It would decrease automobile track in and out of the canyon, preserving more of our natural environment and making it safer for all. We saw this last winter with the hazards of having that many people on the road with potentials avalanches. It would help attract tourism and yet help to control congestion in the canyon. This makes it safer for motorists, runners, bikers, skiers and anyone else that wants to enjoy what the canyon has to offer. Not building a gondola would be a poor choice.  
**(32.2.9D)**

**COMMENT #:** 2174  
**DATE:** 7/2/21 2:23 PM  
**SOURCE:** Website  
**NAME:** Mike Budjnoski

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**COMMENT:**

I believe this is the correct solution. **(32.29D)**

**COMMENT #:** 2175  
**DATE:** 7/2/21 2:24 PM  
**SOURCE:** Website  
**NAME:** Shannon McCallum

---

**COMMENT:**

The best and most inclusive option is a bus only lane, with more shuttle parking, and increased bus service plus avalanche bridges. **(32.2.9B and 32.2.9L)** The gondola sets a precedent that the ski resorts “own,” the entire canyon. The gondola does not service the other outdoor enthusiasts such as boulderers, climbers, backcountry skiers, snow shoers, hikers etc. **(32.2.7A and 32.7C)** The gondola will be an eyesore, not to mention it will constantly need repairs, will carry very few people up the canyon, and will frequently be shut down due to weather. **(32.17A, 32.4A, 32.2.6.5K, and 32.2.6.5N)**

**COMMENT #:** 2176  
**DATE:** 7/2/21 2:27 PM  
**SOURCE:** Website  
**NAME:** Merrill Ford

---

**COMMENT:**

No, no why worry about getting skiers up that canyon so fast. The resorts what there money. We have congestion in the valley also, people trying to get to work. Going up that canyon is for fun and the ski resorts won't pay a dime!!! Its not right. Thanks **(32.2.7A)**

**COMMENT #:** 2177  
**DATE:** 7/2/21 2:41 PM  
**SOURCE:** Website  
**NAME:** Ricky Carlson

---

**COMMENT:**

Something needs to be done in LCC to ensure safety and accessibility within the canyon. I strongly believe that a gondola is not a good option to resolve these issues. **(32.2.9E)** Widening the existing road to accommodate a bus "shoulder" that can double as a pedestrian/cyclist lane may have an impact on the immediate surroundings, but I believe that impact will be drastically less than a gondola. A gondola will only serve to enhance access to the ski resorts, who really don't need more business than they already have. **(32.20C)** It would require felling trees along the route, keeping those trees trimmed back, and the creation of access roads for construction and maintenance throughout the life of the gondola system. **(32.13A)** A gondola would likely only be needed during the winter months, meaning the infrastructure put in place for it would sit idle for much of the year. **(32.2.6.5F)** They would also create more of an eyesore in the valley. **(32.17A)** one of the great things about LCC is the clear unobstructed views as you drive and recreate throughout the canyon (except at the resorts, of course). A raised gondola system going the length of the canyon would mar that. A widened road would be cheaper, get patrons up the canyon faster, provide more opportunities for multi-use/purpose activities, and be less damaging to the physical environment. **(32.13B, 32.2.6.3C, and 32.2.9B)**

**COMMENT #:** 2178  
**DATE:** 7/2/21 2:45 PM  
**SOURCE:** Website  
**NAME:** Thomas Olexa

---

**COMMENT:**

Consider elevated electric train similar to Zermott. No layperson autos. Also elevated train over wasatch blvd. and from Sandy, transporting people to base. Will also need multilevel parking garages at base. **(32.2.9F, 32.2.2I, and 32.6.2.1C)**

**COMMENT #:** 2179  
**DATE:** 7/2/21 2:47 PM  
**SOURCE:** Website  
**NAME:** Alexander Green

---

**COMMENT:**

Gondola all the way. Best for all the important aspects: safety, environment, efficiency. Sets a great example all around. **(32.2.9D)**

**COMMENT #:** 2180  
**DATE:** 7/2/21 3:19 PM  
**SOURCE:** Website  
**NAME:** Talmage Sanders

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**COMMENT:**

To whom it concerns,

I support the gondola with certain stipulations. **(32.2.9D)** First, gondola use MUST be incentivized. If it is not used as one, if not the, primary method of getting up and down the canyon, it is a waste. These incentivization's could include a free ride pass with purchase of a canyon ski pass, free rides on weekends, AFFORDABLE year long pass options. **(32.2.4A)** Second, the gondola should make numerous stops along the way up the canyon for popular trails/other activities besides skiing. **(32.2.6.5G)** Third, the gondola should be as fast, if not faster than choosing to ride a car up the canyon. **(32.2.6.5O)**

Now, just because I support the gondola, doesn't mean I don't support busses. Instead of a bus lane, busses should run up and down the canyon with increased frequency. Park and ride to the canyon entrance should be made free on weekends and ran with increased frequency. **(32.2.9A)**

Finally, riding cars should be highly disincentivized. This could work by having no car days, requiring money for parking based upon # of carpoolers (revenue made this way should go to environmental initiatives), etc. **(32.2.4A)**

Thanks for the consideration,  
Talmage Sanders



**COMMENT #:** 2181  
**DATE:** 7/2/21 3:29 PM  
**SOURCE:** Website  
**NAME:** Marsha Goff

---

**COMMENT:**

I prefer the Gondola option. It is simply more logical from all standpoints - cost, efficiency, long-term, esthetics, and definitely a far more desirable way to travel up the canyon. **(32.2.9D)**

**COMMENT #:** 2182  
**DATE:** 7/2/21 3:41 PM  
**SOURCE:** Website  
**NAME:** Martin Kuprianowicz

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**COMMENT:**

No gondola, please. (32.2.9E)

**COMMENT #:** 2183  
**DATE:** 7/2/21 3:54 PM  
**SOURCE:** Website  
**NAME:** Kirkwood Donavin

---

**COMMENT:**

I favor the B-plan Gondola from La Caille. I think it is the "coolest" option, but also one that is likely to solve a lot of our problems. **(32.2.9D)**

Some friends offered some concerned comments that I'll include:

- Where will the money come from? Hopefully Alta-Bird are being expected to pitch in as they will benefit enormously from it. **(32.2.7A)**
- What incentives will people have to ride the Gondola? It seems that simply the "cool" factor (which will totally work for me) will not be enough to prevent people from driving up the canyon anyway. **(32.2.4A)**

**COMMENT #:** 2184  
**DATE:** 7/2/21 4:09 PM  
**SOURCE:** Website  
**NAME:** Benjamin Anklan

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**COMMENT:**

I support the gondola as a solution for LCC traffic. **(32.2.9D)**

**COMMENT #:** 2185  
**DATE:** 7/2/21 4:17 PM  
**SOURCE:** Website  
**NAME:** Pramod Sharma

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**COMMENT:**

Both Little and Big Cottonwood canyons should be addressed. The cog rapid transit still seems like the best idea. Car traffic up the canyons should be limited. **(32.1.1A, 32.2.9F, and 32.2.4A)**

**COMMENT #:** 2186  
**DATE:** 7/2/21 4:17 PM  
**SOURCE:** Website  
**NAME:** Dan Quinlan

---

**COMMENT:**

The gondola solution makes far more sense. It is a 21st century solution. **(32.2.9D)**

**COMMENT #:** 2187  
**DATE:** 7/2/21 4:27 PM  
**SOURCE:** Website  
**NAME:** Scott Dyrud

---

**COMMENT:**

I like the gondola option. **(32.2.9D)**

**COMMENT #:** 2188  
**DATE:** 7/2/21 4:54 PM  
**SOURCE:** Website  
**NAME:** Thomas Boner

---

**COMMENT:**

Little Cottonwood Canyon is a v-shaped glacial formed canyon. As such widening the road is not the best for additional traffic flow. This is further complicated by avalanche activity during winter months and geological movement of rocks through sides, etc. added to this is the additional burden of road maintenance and salt use! Given the cost of widening the road is not that much less than putting in a gondola system the gondola proposal seems the better alternative. **(32.2.9D)** This is based not just solely on cost but also lesser impacts to animals, plants and environment. **(32.13A and 32.13B)**. Also based on reviewed information think the total accounting costs including longevity will be less with gondola. On a cost/ benefit analysis the gondola appears to be the better choice!



**COMMENT #:** 2189  
**DATE:** 7/2/21 5:12 PM  
**SOURCE:** Website  
**NAME:** Amanda Tippetts

---

**COMMENT:**

I support the idea of a Gondola over another road. Part of the motivation should be to try and change the mindset of people who are traveling the state. We want to promote alternative means of transportation and just relying on cars is a poor method of transportation for the environment. Let's move this forward as a method to motivate respect for nature and a chance for people to broaden their ideas about how they can impact the environment. **(32.2.9D)**

**COMMENT #:** 2190  
**DATE:** 7/2/21 5:27 PM  
**SOURCE:** Website  
**NAME:** Stacey Dobkins

---

**COMMENT:**

I support the gondola as the preferred alternative for Little Cottonwood Canyon. Thank you. **(32.2.9D)**

**COMMENT #:** 2191  
**DATE:** 7/2/21 6:45 PM  
**SOURCE:** Website  
**NAME:** Stacy Coleman Higbee

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**COMMENT:**

I think that a gondola/ tram system would be the most environmentally friendly option and would be impacted the least from storms, avalanches and earthquakes **(32.2.9D)**

**COMMENT #:** 2192  
**DATE:** 7/2/21 6:50 PM  
**SOURCE:** Website  
**NAME:** Robert Clark

---

**COMMENT:**

This is a wonderful idea. I grew up in Utah and have skied this canyon my whole life. As we all know, it has become untenable with the amount of traffic that goes up it every single day during ski season. This not only solve that problem in an elegant way it would make our already spectacular resorts better in untold ways. This is world class stuff. Utah should not miss this opportunity. I can't think of anything bad about this idea. **(32.29D)**

**COMMENT #:** 2193  
**DATE:** 7/2/21 7:13 PM  
**SOURCE:** Website  
**NAME:** Molly Swonger

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**COMMENT:**

I live within 5 miles of the proposed changes. I only support extended bus service with no road changes. Anything else would cause too much harm to the environment and our watershed. **(32.2.9A, 32.13A, 32.13B, 32.12A, and 32.12B)**

We have not exhausted extended bus options and requiring folks to carpool.

**COMMENT #:** 2194  
**DATE:** 7/2/21 8:30 PM  
**SOURCE:** Website  
**NAME:** Joe Barker

---

**COMMENT:**

I support the gondola option as a former employee of Alta & family lifetimes skiers. Sheds & buses, environmentally harmful. **(32.2.9D)**

**COMMENT #:** 2195  
**DATE:** 7/2/21 9:07 PM  
**SOURCE:** Website  
**NAME:** Bruce Ward

---

**COMMENT:**

The gondola is the only safe and environmentally sound solution to the problem we have and the gondola wont only run in the winter it wi run year round and if your numbers reflected that the buses wouldn't even be considered **(32.2.9D)**

**COMMENT #:** 2196  
**DATE:** 7/2/21 10:01 PM  
**SOURCE:** Website  
**NAME:** Scott Seipert

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**COMMENT:**

I think this is a good idea depending on the amount of parking available at the base where the gondola begins. Think it will especially be good during ski season, when traffic is worse or there is an avalanche etc. **(32.2.6.2.1C and 32.2.9D)**



**COMMENT #:** 2197  
**DATE:** 7/2/21 10:03 PM  
**SOURCE:** Website  
**NAME:** George Metos

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**COMMENT:**

I read Gehrke's article in the Trib this week. He's a respectable journalist and after describing bus vs gondola, he concluded bus. But he convinced me that gondola is the answer. Wider, saltier roads with diesel fumes are all negative. Even if the gondola is more expensive...tough...skiers get great deals in Utah vs the rest of the world. And it brings a touch of class. Gondola for me...George **(32.2.9D)**

**COMMENT #:** 2198  
**DATE:** 7/2/21 10:52 PM  
**SOURCE:** Website  
**NAME:** Kurtis Olson

---

**COMMENT:**

Please save our canyon and use the Gondola for public transportation, and only allow busses and shuttle services up the canyon unless staying in a hotel **(32.2.9D)**

**COMMENT #:** 2199  
**DATE:** 7/2/21 11:18 PM  
**SOURCE:** Email  
**NAME:** Jon Baker

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**COMMENT:**

Dear UDOT:

I own almost 11 acres within the Granite Oaks subdivision that lies immediately to the west of the proposed Gondola parking structure. I understand that the gondola project may in some ways negatively affect my property. Nevertheless, I am writing you to express my strong support for the gondola option in Little Cottonwood Canyon. The gondola just makes so much more sense in terms of protecting the canyon and ensuring the safety of peoples' lives from avalanches and more. **(32.2.9D)**

Concurrently I wish to lodge my opposition to increased highway lanes in the canyon. That option just does not make any sense, although it may be the lower cost option at the moment. The negative impacts from the wider roads, increased vehicle traffic, with little to no improvement in avalanche protection is simply not the right way to go here. **(32.2.9C)**

My support for the gondola stems from its ability to move people safely up into the canyon with a lower carbon footprint **(32.10A)**, free of negative impacts from avalanches, and with far less construction disturbance to the canyon. For these reasons I think it is worth the larger up front investment. Thank you!

**COMMENT #:** 2200  
**DATE:** 7/2/21 11:20 PM  
**SOURCE:** Website  
**NAME:** Matthew Johnson

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**COMMENT:**

These beautiful, wild places are magical and draw people from all over the world. Instead of over developing them, protect them and limit the development and they will remain wonderful going forward. **(32.1.2B)** Too much development will ruin them and in the long run people won't come visit and locals favorite spots will be gone. Development is a lose - lose proposition! **(32.2.9G and 32.20F)**

**COMMENT #:** 2201  
**DATE:** 7/3/21 5:08 AM  
**SOURCE:** Website  
**NAME:** Thomas Heymann

---

**COMMENT:**

This would be an insane step up in Utah's resort action and all while preserving rather than making more roads etc. This would boost Utah to new proportions in the ski world. There's always the debate of best three places in USA to ski and ride. Jackson hole mtn resort, aspen, and snowbird. This would put snowbird at the top of the list now.

But I think the main thing beneficial would be this. I talk to people every day around slc where I recently moved back to and stayed just because of snowbird and park city basically. But I ask people all the time about snowbird and to my absolute surprise so many people say I've never been up there. And yea I've heard about it. Or I don't ski so why would I go!!! And i am like dude, if you ski and ride and you haven't been to the bird you probably should sell your skis and pick up golf or something. But even for the people that don't ski and ride the summers are insane it's so beautiful. So I think making this would then draw all of slc locals and from out of state to then venture up and check out the greatest terrain for snow sports in the country, if not world. It would really put a light on what Salt Lake City has to offer and so close to the city at that. This would make the tourism here skyrocket. But I think it needs to free for all season pass holders. And day ticket buyers etc. sight seeing yes charge something but don't try to overkill and make people veer away from it all again. **(32.29D and 32.2.4A)**

**COMMENT #:** 2202  
**DATE:** 7/3/21 5:48 AM  
**SOURCE:** Website  
**NAME:** Travis Piper

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**COMMENT:**

Say yes to the gondola **(32.2.9D)**

**COMMENT #:** 2203  
**DATE:** 7/3/21 5:49 AM  
**SOURCE:** Website  
**NAME:** Richard Wiegand

---

**COMMENT:**

The gondola is the preferred method to resolve LCC transportation issues. **(32.2.9D)**

**COMMENT #:** 2204  
**DATE:** 7/3/21 5:54 AM  
**SOURCE:** Website  
**NAME:** Joseph Simko

---

**COMMENT:**

The gondola is clearly the choice here. Freaking duh. How is this a debate? **(32.2.9D)**



**COMMENT #:** 2206  
**DATE:** 7/3/21 6:49 AM  
**SOURCE:** Website  
**NAME:** Deborah Read

---

**COMMENT:**

Let's not close our minds. A new idea: Use the old Sandy Shopko housing and parking for a bus terminal. There are several places in the valley that have closed their business, they all can be bus terminals. **(32.2.6.2.1C)** Then bus from them to a final stop to the Snowbird and Alta resorts. **(32.2.9A)**. This idea also can be used for Big Cottonwood Brighton and Solitude to make things equal. **(32..1.1A)** Buses can be Hydrogen and electric. **(32.2.6.3F)** Also it is time for a public paying pass to Little and Big Cottonwood. Also, when capacity has been met in the canyons, close the gates. **(32.2.4A)** Use Department of Natural resources as well as UDOT and USFS to man the stations. Always remember to preserve Bicycling in the Wasatch Mountains, as well as our water, quiet peacefulness of why we all have arrived here. **(32.12A, 32.12B, and 32.29G)** Thank you. dsread

**COMMENT #:** 2206  
**DATE:** 7/3/21 8:59 AM  
**SOURCE:** Website  
**NAME:** Matthew Wilkin

---

**COMMENT:**

Little Cottonwood Canyon has National Park beauty and is a main attraction for all of Salt Lake, Utah, Summit and Davis counties. The entire state actually. This gondola project is a necessary step to protect the canyon, and enhance visitor enjoyment. It's benefits will become more and more appreciated as our area continues to populate. **(32.2.9D)**

**COMMENT #:** 2207  
**DATE:** 7/3/21 9:11 AM  
**SOURCE:** Website  
**NAME:** Bryant Scrafford

---

**COMMENT:**

Will high winds impact the Gondola reliability much in the same way it does now with existing resort chair lifts, gondolas and trams? **(32.2.6.5K)** Also the draft states that parking at a mobility hub lot only adds two minutes to the Gondola overall travel time. It is not possible to for a bus to travel from either 9400 s. and Highland or the Gravel pit in two minutes. **(32.2.6.5V)**

**COMMENT #:** 2208  
**DATE:** 7/3/21 9:23 AM  
**SOURCE:** Website  
**NAME:** Bryant Scrafford

---

**COMMENT:**

Snow sheds have been in use successfully all over the world for over one hundred and fifty years and should be included in as a component of any of the plans ultimately chosen. They should have been constructed in LCC decades ago. **(32.2.9K)**

**COMMENT #:** 2209  
**DATE:** 7/3/21 9:40 AM  
**SOURCE:** Website  
**NAME:** Jeff Camp

---

**COMMENT:**

I love it. (32.29D)

**COMMENT #:** 2210  
**DATE:** 7/3/21 9:52 AM  
**SOURCE:** Website  
**NAME:** Jami Moysh

---

**COMMENT:**

The Gondola is the only way to go!! **(32.2.9D)**

**COMMENT #:** 2211  
**DATE:** 7/3/21 9:56 AM  
**SOURCE:** Website  
**NAME:** Ryan Mecham

---

**COMMENT:**

I fully support the Gondola B alternative. Adding busses will just create more problems in the canyon as they have a shorter lifespan and higher operational costs. The gondola will run even when an avalanche happens and does not require more road construction. It's the only thing that makes sense.  
**(32.2.9D)**

**COMMENT #:** 2212  
**DATE:** 7/3/21 10:00 AM  
**SOURCE:** Website  
**NAME:** Julie Swinson

---

**COMMENT:**

I'm a full supporter of the gondola proposal that is one of the two preferred solutions to the traffic issue in little cottonwood canyon. As a resident and employee in LCC for almost 10 years, I know that the solution to the LCC traffic congestion is not on the road. We need a solution that gets people off the road and out of their cars and the gondola does just that. Additionally, the gondola is the most sustainable solution and has the smaller impact on the land of LCC in comparison to the enhanced bus option. **(32.13A and 32.13B)** Building roads is detrimental to so much land surrounding the built road and only encourages more people to rely on driving their personal vehicles to travel up and down the canyon. **(32.2.4A)** The gondola is the solution for the future, encouraging people to rely less on their personal vehicle and use a more sustainable transportation option that is reliable and not impacted by slide offs, avalanches to the road and other road related issues. I'm excited to see the gondola in action in a few years! **(32.2.9D)**

Additionally, thank you for all the hard work that has gone into getting this process to this phase!



**COMMENT #:** 2213  
**DATE:** 7/3/21 10:03 AM  
**SOURCE:** Website  
**NAME:** Dudley McIlhenny

---

**COMMENT:**

Gondola makes sense to me as a season pass holder. **(32.2.9D)**

**COMMENT #:** 2214  
**DATE:** 7/3/21 10:23 AM  
**SOURCE:** Website  
**NAME:** Evan Strat

---

**COMMENT:**

I support the gondola alternative as a more environmentally friendly and reliable alternative. **(32.2.9D)**

**COMMENT #:** 2215  
**DATE:** 7/3/21 10:25 AM  
**SOURCE:** Website  
**NAME:** Kevin Hughes

---

**COMMENT:**

I am in full support of this plan, let's make it happen!!(32.29D)

**COMMENT #:** 2216  
**DATE:** 7/3/21 10:27 AM  
**SOURCE:** Website  
**NAME:** Stefanie Musy-Verdel

---

**COMMENT:**

The Gondola B alternative sounds amazing! Starting the ski experience at the The Gondola base station with 1,500 parking spaces (How many cars currently go up/down the mountain on peak days?) and avoiding the unpleasant automobile traffic would lead the way in being an internationally recognized location (the natural snow and mountain terrain are doing a good job of that at present). Salt lake City needs more mobility hubs (larger-capacity park-and-ride lots with transit service. I would not take my car if there was one available next to the ski utah building at Parleys way- Large parking lot, would love see transformed into a mobility hub for mountain traffic (including mountain biking in the summer), and increased development of TRAX from this location. If a bus left from this location directly to the gondola base station. so much SLC automobile traffic could be avoided. **(32.2.9D, 32.2.6.2.1C, and 32.2.2I)** I hope similar proposals will be made for Big Cottonwood as well. **(32.1.1A)** Less Cars- more transit options please!

**COMMENT #:** 2217  
**DATE:** 7/3/21 10:31 AM  
**SOURCE:** Website  
**NAME:** Barbara Siegel

---

**COMMENT:**

Gondola option please. There will continue to be people who attempt to drive up the canyon with bald tires or a vehicle that is ill-equipped for snow, and they will cause accidents and delays. **(32.2.4A)**  
Busses are only a partial solution. Gondola is better. **(32.2.9D)**

**COMMENT #:** 2218  
**DATE:** 7/3/21 11:27 AM  
**SOURCE:** Website  
**NAME:** Richard Strong

---

**COMMENT:**

I prefer the gondola option but with either option, I would hope it would be feasible to greatly increase the locker numbers at the Snowbird and Alta stations. **(32.2.9D and 32.2.3A)** I often don't choose to ride the bus because I don't like to deal with my skis, boots and poles on the bus. If there were a convenient (and reasonably priced) locker where I could leave my ski gear, I would feel better about any public transportation option.

**COMMENT #:** 2219  
**DATE:** 7/3/21 11:38 AM  
**SOURCE:** Website  
**NAME:** David Klinges

---

**COMMENT:**

I do not approve of the proposition of a gondola up Little Cottonwood canyon. **(32.2.9E)** Traffic heading into the canyon is a headache, but not nearly as bad as the eyesore that a gondola would be- let alone the sustained environmental impact of a gondola. **(32.17A)** I would rather see a highway expansion, although strongly prefer neither occurred. **(32.2.9G)**

David Klinges, Utah resident and longtime LCC skier and hiker.

**COMMENT #:** 2220  
**DATE:** 7/3/21 12:43 PM  
**SOURCE:** Website  
**NAME:** Jerrin Wagstaff

---

**COMMENT:**

My name is Jerrin Wagstaff and I am a resident of Cottonwood Heights. I would like to express my support for the Gondola option to improve the traffic situation for Little Cottonwood Canyon. Thank you.  
**(32.2.9D)**



**COMMENT #:** 2221  
**DATE:** 7/3/21 2:50 PM  
**SOURCE:** Website  
**NAME:** Jay Moorr

---

**COMMENT:**

Please build it!!! I am one of those skiers that will wait for hours to have to a powder day **(32.29D)**

**COMMENT #:** 2222  
**DATE:** 7/3/21 4:16 PM  
**SOURCE:** Website  
**NAME:** Vilma Helmer

---

**COMMENT:**

Gondola is safer for riders bec you avoid avalanche, cleaner air than the Bus. **(32.10A)** Buses cannot climb the snow pack road. In the future, buses will cause lots of traffic & blocks the road& we will need gondola solution again. So buses will cost more money eventually. Gondola will simulate the Swiss magical view& can be useful both winter wonderland & summer time. Even third countries like Vietnam & Thailand are so ahead of Utah Using gondolas for workers & tourists. Why be cheap now & in the future spend more double money for being cheap. **(32.2.9D)**

If we want future Olympics again, the Gondolas will be added asset to Utah to win the Olympic.

**COMMENT #:** 2223  
**DATE:** 7/3/21 4:33 PM  
**SOURCE:** Website  
**NAME:** Audrey Marshall

---

**COMMENT:**

The gondola is the best solution for long term protection of the canyon and safety of everyone that goes up and down the canyon. **(32.2.9D)**

**COMMENT #:** 2224  
**DATE:** 7/3/21 4:36 PM  
**SOURCE:** Website  
**NAME:** John Kennington

---

**COMMENT:**

General Comments:

- Enhanced Bus Alternative is much better than the Gondola B alt. See Individual Alt. comments below.
- With climate change, plans should consider post-ski uses of the Canyons. Snow seasons are getting shorter and ski ticket prices are becoming less affordable, both will contribute to a lower demand for skiing. By the time all this gets built, the snow will be gone. The gondola alternative, especially, is just 50 years too late to be effective and affordable. We'll always need the road. **(32.2.2E)**
- The plans should consider the carrying capacity of the Canyons, rather than moving as many people as possible. A capacity study should be done, and infrastructure to match should be proposed. **(32.2.0B)**
- What is a better definition of the tolling times, schedule and costs? I will be impacted by this, but am willing to advocate for it. **(32.2.4A)**
- The Wasatch Blvd road plan should be for roads to be slowed-down and "calmed" to better match the Canyon configuration. For example, the general traffic lanes will change from 2 on Wasatch to 1 in the Canyon. The intersection of 9400 So at the LCC Park n' Ride will further enhance this problem. The CH residents would also like Wasatch Bl to be calmed and slowed somewhat. **(32.2.6.2.2A)**
- A full SL Valley Shuttle system should be planned to reduce the traffic to Cottonwood Heights. This can be gradually designed and adjusted as needed with construction of the chosen alternative. **(32.2.2I)**

Gondola Comments:

- A gondola will destroy the Canyon viewshed, and cut the narrow canyon in half. **(32.17A)**
- It will only serve the two ski resorts, as such, they should pay for most of the cost. This should not be used as a first phase of a ski-interconnect system. By the time it is all built large scale skiing will be in the past. **(32.2.7A and 32.1.5B)**
- The 1500 car parking garage at the lower terminal is contrary to reducing traffic on Wasatch Bl., such a mobility hub is too close to the Canyon. **(32.2.6.5E)**
- Very few will ride the gondola after the 1500 car garage is full, after having to wait and make multiple transfers from other mobility hubs to just get to the terminal. It also takes longer than the Bus Alt. **(32.2.4A and 32.2.6.5V)**
- This alt must be mostly built all at once, and not staged. **(32.2.6.5A)**
- What will non-ski ticket holders be charged to ride the gondola? **(32.2.4A)**
- The gondola will not be used in the summer, and will be hardly used after the demise of skiing. **(32.2.6.5F and 32.2.0A)**
- This alt violates the CWC pillar of being feasible for BCC, as well. **(32.1.1A)**
- Is a transfer of gondolas required at the Snowbird Station to get to Alta? **(32.2.6.5R)**
- A strict counting of the number of comments for this alt v. that of critical commenters should be tempered, as both resorts have automatic client lists from past borders, ski pass holders and employees. **(32.2.9N)**

Enhanced Bus Comments:

- For a myriad of reasons this alternative is best. It is infinitely more flexible in schedule and routing than the gondola, on a daily, weekly and seasonal basis. **(32.2.9B)**
- Implementation of this alt is much more scalable than the gondola, which must be built all at once, reducing the spike in construction costs. **(32.2.6.3D)**
- Many more valley busses would be eligible for mountain service if the resorts were made to increase the radii of their turn-around circles at their terminals. This would reduce busing costs early on. **(32.2.6.3M)**

The bus fleet can be gradually electrified, as needed. **(32.2.6.3F)**

-The snow sheds will greatly improve the reliability of this option. **(32.2.9K)**

-This keeps transport to only one right of way, that already exists, with only widening is required. The snow sheds are planned for both alternatives. It will impact the canyon much less than the gondola. **(32.2.9D)**

- The road exists there now, and will always be needed to service the Canyon, unlike the gondola.

-The flex lane will serve multiple purposes, for example, accommodating pedestrians and cyclists in the off season, increasing safety for them. **(32.2.9B)**

-This alt will cost less to build than the gondola.

-This alt will serve many other users of the Canyon, at other stops and trailheads that the gondola doesn't. **(32.2.6.3C)**

-This alt takes less time to get to Alta than the gondola.

-This alternative is consistent with the CWC req't that it can be implemented in BCC, unlike the gondola.

Thank you for allowing me to comment on this most important issue!

**COMMENT #:** 2225  
**DATE:** 7/3/21 5:04 PM  
**SOURCE:** Website  
**NAME:** Brian Sheets

---

**COMMENT:**

I like the idea of a Gondola up the Canyon. Traffic is horrible and we need to allow people to get up the canyon quickly and not limit access which would be sad. **(32.2.9D)**

**COMMENT #:** 2226  
**DATE:** 7/3/21 5:17 PM  
**SOURCE:** Website  
**NAME:** Julian Chapman

---

**COMMENT:**

Brilliant idea. Just do it. Look at 3 Vallees in France and see how successful. **(32.29D)**

**COMMENT #:** 2227  
**DATE:** 7/3/21 5:19 PM  
**SOURCE:** Website  
**NAME:** Gregory Hoole

---

**COMMENT:**

I'm not a fan of busses, so I'm leaning toward the gondola option, but it makes no sense to me to require people to park at Big C and then take a bus to the gondola station. Once you're on a bus, you might as well stay. Cany the Gondol start at Big C and have a stop at La Caille? **(32.2.2Q)** Or can we expand parking options at La Caille? **(32.2.6.2.1C)** And how does this work in the summer when people want to stop at different places up the canyon? **(32.2.6.5F and 32.2.6.5G)** It's really too bad a train couldn't work.



**COMMENT #:** 2228  
**DATE:** 7/3/21 5:37 PM  
**SOURCE:** Website  
**NAME:** Gabriel Vanrenen

---

**COMMENT:**

I think the gondola option is the way to go. (32.2.9D)

**COMMENT #:** 2229  
**DATE:** 7/3/21 8:57 PM  
**SOURCE:** Website  
**NAME:** Kristin Anderson

---

**COMMENT:**

Love the idea of a gondola for getting up LCC! (32.2.9D)

**COMMENT #:** 2230  
**DATE:** 7/4/21 12:36 AM  
**SOURCE:** Website  
**NAME:** Andrey Razuvayev

---

**COMMENT:**

Gondola (32.2.9D)

**COMMENT #:** 2231  
**DATE:** 7/4/21 1:20 AM  
**SOURCE:** Website  
**NAME:** Nikolai Razuvayev

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**COMMENT:**

This will be an incredible step for Utah against carbon! (32.10A)

**COMMENT #:** 2232  
**DATE:** 7/4/21 3:08 AM  
**SOURCE:** Website  
**NAME:** Mike Summa

---

**COMMENT:**

The Gondola is a terrible idea. **(32.2.9E)** The road will still be there and avalanche sheds will still be necessary for emergency vehicles and essential personnel whether or not the gondola is built. The sheds can be used for wildlife migration too. Those "involved organizations" advocating the gondola are not going to use it except for the requisite photo op. With the exception of low level employees, the Alta, Snowbird, Powdr, SkiUtah, Ucair, Love, Exoro and CW people will still drive to ski, work or recreate in the canyon. **(32.2.4A)** Carpools and busses are more effective at mitigating environmental impacts, increasing reliability, mobility, and safety. Particularly if those options are encouraged, incentivized and enforced. Flex Lanes could be used, 2 up 1 down in AM and 2 down 1 up in PM, always allowing for a dedicated emergency/bus/carpool lane. **(32.2.2D)** There should be a strong incentive to carpool with free or priority parking and carpool lanes with the busses. **(32.2.4A)** There is also an option for a toll but I doubt the "involved organizations" would go for that since UDOT would be making the money. **(32.2.4A)** There's also the scary prospect of a terrorist attack on the gondola. How does one protect the entire length with towers in the forest? **(32.2.6.5W)** Has that cost been factored into the 30 life span? **(32.2.7E)** Furthermore, the gondola would create an amusement park feel to an already delicate area thereby increasing, rather than decreasing, the impact to the area. **(32.17A)** Increasing "reliability, mobility, and safety" are all best achieved with ground transportation.

**COMMENT #:** 2233  
**DATE:** 7/4/21 5:53 AM  
**SOURCE:** Website  
**NAME:** Peter Rizzo

---

**COMMENT:**

In my opinion the gondola option would offer the highest benefit with the least environmental and cost impact to the region. **(32.2.9D)**

**COMMENT #:** 2234  
**DATE:** 7/4/21 6:19 AM  
**SOURCE:** Website  
**NAME:** Steve Praskievicz

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**COMMENT:**

Dear Snowbird and UDOT,

As a longtime Snowbird skier I have seen the popularity of the resort soar. I first skied at snowbird the winter of 1973. Little Cottonwood Canyon offers some of the best terrain and snow conditions anywhere in the World! So it is no surprise that the popularity of the Resort (s) has skyrocketed to unbelievable proportions.

Traffic has always been a problem on powder days. **(32.1.4D)** The Resorts are located very close to a densely populated area. But recently the number of skiers and snowboarders has ruined the experience with a long lifelines and gridlock on the road.

Over the years I was amazed that The State of Utah would allow the unbelievable number of cars going up and down the canyon. There was ongoing talk of alternative means of transportation; a tram, a tunnel, added busses to name a few. But for fifty years, no solution to the problem, only a few added busses in recent years.

The solution lies in "restricting ALL automobile traffic". The proposed Gondola is a step in the right direction but I think the road needs to be closed to all cars for any proposal to work. I know this would not be a popular option but it is the only viable way to ensure success. Alta being a Town requires some additional considerations. **(32.2.4A)**

Now is the time to act. Not sometime in the future! Immediately pass legislation or issue executive orders forbidding automobiles on Little Cottonwood Canyon and add busses to transport people while building the proposed Gondola. **(32.2.2B)** Busses are not the final solution but they are a means of transitioning into a sustainable format.

Please. Save The Canyon.

Respectfully,  
Steve Praskievicz

**COMMENT #:** 2235  
**DATE:** 7/4/21 6:30 AM  
**SOURCE:** Website  
**NAME:** Greg MacCarthy

---

**COMMENT:**

Build the gondola **(32.2.9D)**



**COMMENT #:** 2236  
**DATE:** 7/4/21 7:26 AM  
**SOURCE:** Website  
**NAME:** Rick Lynsky

---

**COMMENT:**

we need a solution! (32.29D)

**COMMENT #:** 2237  
**DATE:** 7/4/21 7:28 AM  
**SOURCE:** Website  
**NAME:** Charles Giambusso

---

**COMMENT:**

I support the gondola option. **(32.2.9D)** There must be more than adequate parking at the base. **(32.2.6.5J)** This option will have the least impact on the canyon and will be an attraction year round. Also there should be public transportation to the base. **(32.2.6.2.1C)**

**COMMENT #:** 2238  
**DATE:** 7/4/21 8:46 AM  
**SOURCE:** Website  
**NAME:** Rich Christiansen

---

**COMMENT:**

Not sure about the cost, but would the bus lane require widening of the existing road? If so, and if indeed the lane would become usable as a bike-only lane when not in winter, I see that as a nice “pro” in favor of that option. **(32.2.9B)** It sounds like the gondola option would sit idle in seasons other than winter. **(32.2.6.5F)**

**COMMENT #:** 2239  
**DATE:** 7/4/21 8:47 AM  
**SOURCE:** Website  
**NAME:** Susan Knorr

---

**COMMENT:**

Think the gondola would be the best Option to keep the canyon looking beautiful **(32.2.9D and 32.17A)**

**COMMENT #:** 2240  
**DATE:** 7/4/21 9:19 AM  
**SOURCE:** Website  
**NAME:** Douglas Wahlquist

---

**COMMENT:**

The Gondola is the pricey but is by far the Best Option and it is worth it!!! After all, aren't we SKI City-State USA? People from around the world will come just to ride!! Let's do it!! **(32.2.9D)**

**COMMENT #:** 2241  
**DATE:** 7/4/21 9:58 AM  
**SOURCE:** Website  
**NAME:** Paul Hamric

---

**COMMENT:**

Gondola will take forever to build and block the road during constuction and cost 1 billion.  
Please build parking garages away from the base of the canyon and use buses.  
Charge \$50 for single riders. **(32.2.6.2.1C, 32.2.9A, and 32.2.4A)**

**COMMENT #:** 2242  
**DATE:** 7/4/21 10:20 AM  
**SOURCE:** Website  
**NAME:** Stuart Jardine

---

**COMMENT:**

I fully support the gondola option **(32.2.9D)**

**COMMENT #:** 2243  
**DATE:** 7/4/21 10:26 AM  
**SOURCE:** Website  
**NAME:** Matt Gulini

---

**COMMENT:**

I support the gondola system up the canyon. The situation right now is out of control and getting worse every year. The gondola project seems like the only practical and sustainable solution to reducing emissions and traffic in the canyon, and would attract more ski tourism. **(32.2.9D)**



**COMMENT #:** 2244  
**DATE:** 7/4/21 11:37 AM  
**SOURCE:** Website  
**NAME:** Ed Karasik

---

**COMMENT:**

Gondola seems to be a better option! **(32.2.9D)**

**COMMENT #:** 2245  
**DATE:** 7/4/21 2:21 PM  
**SOURCE:** Website  
**NAME:** Grant Burton

---

**COMMENT:**

Please don't build a gondola. It only favors monied interests and is not a good option for most recreational users. (32.2.9E, 32.2.7A, and 32.2.4A)

**COMMENT #:** 2246  
**DATE:** 7/4/21 2:51 PM  
**SOURCE:** Website  
**NAME:** John Mletschnig

---

**COMMENT:**

Direct buses from remote starting points should be a primary focus. **(32.2.2I)** There is no room for vehicles anywhere near the base of the cottonwoods! A gondola from the base of LCC will not solve the traffic problem. **(32.2.6.5E)** Also, if there is bad weather in the area or a mechanical issue the gondola will leave hundreds, if not thousands of people in precarious positions. **(32.2.6.5K)** Expand the road to a third lane if you have to. **(32.2.2D)** The real issue is the number of people, we should be reducing the number of people! ski areas should be required to limit ticket sales. **(32.2.2K)** Why should non resort traffic have to pay the price of mismanaged businesses? **(32.2.4A)**

**COMMENT #:** 2247  
**DATE:** 7/4/21 3:35 PM  
**SOURCE:** Website  
**NAME:** Valoree Dowell

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**COMMENT:**

I was born and raised in Utah. Learned to ski, hike, fish, camp, backpack, and then some in the mountains in my backyard. I lived in Seattle for a time, and brought my sons, their girlfriends and wives back home to learn to ski. They all got better than me. And the mountains are imprisonments them as well.

I also understand the crushing burden of too many people and cars in Little Cottonwood, especially in winter. I've been snowed in, and out. This comment is not intended to describe all the scenario, or recount experiences. My point is simple and heartfelt. A gondola has no place in LCC. A place of magisterial natural beauty would be degraded into a fun park ride to two resorts. Alta and Snowbird as beloved as they are, do not command the rights of way along the 20+ mile corridor. People powered enjoyment of nature must be preserved and encouraged. **(32.2.9E and 32.17A)**

I strongly encourage two efforts. One, reconsider the true holding capacity of the canyon. **(32.20B)** Two, reconsider revamping UTA bus transport, especially in winter, to get people out of cars and into the canyon more quickly, easily, directly, and more safely, than the monumental expense, delays and permanent construction in an otherwise pristine place. They're not making much more of that these days. **(32.2.9A and 32.2.4A)**

Respectfully submitted  
Valoree Dowell

**COMMENT #:** 2248  
**DATE:** 7/4/21 3:56 PM  
**SOURCE:** Email  
**NAME:** Christopher Bitloft

---

**COMMENT:**

Thank you for the opportunity to comment on the bus vs gondola alternatives for the Cottonwood Canyons. The bus alternative, with the addition of a flex lane, is by far the preferred alternative for the reasons provided below. **(32.2.9B)**

The gondola would run only from the base of the canyon to a few stops at ski resorts. The bus is much more flexible, with the possibility of additional stops along the way for canyon users who are not going to the ski resorts. **(32.2.6.3C)**

Buses can originate from a wide range of locations around Salt Lake County, reducing the need for a large parking facility at the canyon mouth. **(32.2.2I)**

Buses can be electrified, eliminating the need for diesel. **(32.2.6.3F)**

Buses can have restrooms.

Buses can operate independent of the electrical grid and are less susceptible to power outages.

No one wants to be stuck 100 ft above the ground in a swinging gondola when the canyon winds blow. **(32.2.6.5K)**

Buses can accommodate hikers and bikes, not just skiers. With buses operating in both Cottonwood Canyons, it would be possible to hike or bike from one Canyon to the other with assurance of a ride down. This would work particularly well if it was possible to select from stops at multiple locations in the canyons. **(32.2.6.3C)**

As technology develops, the bus alternative could evolve into a flexible autonomous vehicle alternative that could transport customers to and from multiple destinations in the canyons.

Avalanche sheds should be considered for those parts of the roads highly susceptible to avalanches.

**(32.2.9K)**

Christopher Bitloft

**COMMENT #:** 2249  
**DATE:** 7/4/21 4:19 PM  
**SOURCE:** Website  
**NAME:** Mike Bollinger

---

**COMMENT:**

I love the idea of the gondola **(32.2.9D)**

**COMMENT #:** 2250  
**DATE:** 7/4/21 4:49 PM  
**SOURCE:** Website  
**NAME:** Matthew Norton

---

**COMMENT:**

I own a home at 94th South and 34th East. While I love the gondola idea for many reasons, one is self-serving, in that it's almost impossible to move from my home when skiers are waiting for the canyon to open. **(32.7B)** I'm a skier, and a past employee of Snowbird, so I'm not complaining about the skiers; just relaying a pragmatic issue. Beyond that self-serving point, I have to believe the economics of selling tickets during the avalanche close days will be worthwhile in the long-run. Last, but not least, anything we can do to reduce the impacts of the winter inversions would be great. **(32.2.9D and 32.10A)**

Thank you,.....hope this moves forward.

Matt

**COMMENT #:** 2251  
**DATE:** 7/4/21 5:00 PM  
**SOURCE:** Website  
**NAME:** Jocelyn Johnson

---

**COMMENT:**

I support the gondola solution to transportation challenges in Little Cottonwood Canyon to minimize human impact on the environment by decreasing use of fossil fuels. **(32.2.9D and 32.18A)**



**COMMENT #:** 2252  
**DATE:** 7/4/21 5:02 PM  
**SOURCE:** Website  
**NAME:** Chelsea May

---

**COMMENT:**

I am in favor of the gondola. **(32.2.9D)**.

**COMMENT #:** 2253  
**DATE:** 7/4/21 5:57 PM  
**SOURCE:** Website  
**NAME:** Laura Olsen

---

**COMMENT:**

I'm all for the Gondola option as it provides an eco-friendly solution to the congestion in the canyon! It also provides alternative transportation to/form the slopes when the roads are closed do to accidents, avalanches, etc. Makes a lot of sense! **(32.2.9D)**

**COMMENT #:** 2254  
**DATE:** 7/4/21 7:08 PM  
**SOURCE:** Website  
**NAME:** Whitney Woydziak

---

**COMMENT:**

Go for the Gondola! **(32.2.9D)** Our family LOVES the decrease in carbon emission, the ability to keep running during/after an avalanche or stopped traffic. **(32.10A)** We'd really consider buying seasons passes if this gondola comes to pass as it is a much more superior options than buses.

**COMMENT #:** 2255  
**DATE:** 7/4/21 8:45 PM  
**SOURCE:** Website  
**NAME:** Kimberly Parry

---

**COMMENT:**

I'm trying to understand why neither of the proposed solutions are addressing the issue of still allowing personal vehicles on the road? If you don't close the road to personal vehicles you will never fix the problem because people love the convenience of driving themselves places when given the choice. **(32.2.4A)** Of the two, I think buses would be less of an impact on the environment and cost, especially if you would just eliminate cars all together then you wouldn't have to put in extra lanes. **(32.2.2B)**

**COMMENT #:** 2256  
**DATE:** 7/4/21 10:16 PM  
**SOURCE:** Website  
**NAME:** Amie Averett

---

**COMMENT:**

The Gondola would preserve the canyon. It is a fun feature it's self, and less accidents in the canyon. I love little cottonwood Canyon, please add the healthier for everyone option the Gondola. Thank you  
**(32.2.9D)**

**COMMENT #:** 2257  
**DATE:** 7/4/21 10:57 PM  
**SOURCE:** Website  
**NAME:** Lynda Perkins

---

**COMMENT:**

I am in favor of increasing the busses and widening the road. I am strongly against the gondola.  
(32.2.9B and 32.2.9E)

**COMMENT #:** 2258  
**DATE:** 7/4/21 11:13 PM  
**SOURCE:** Website  
**NAME:** Krista Nielson

---

**COMMENT:**

I think it is a really good idea. Love the concept as long as it can operate in the wind. **(32.29D and 32.2.6.5K)**

**COMMENT #:** 2259  
**DATE:** 7/4/21 11:25 PM  
**SOURCE:** Website  
**NAME:** Doug Smith

---

**COMMENT:**

Enhanced bus lanes would help to build grade that would eventually be used for a railway when a tunnel through the mountain into summit county is desired. **(32.2.2 H)**



**COMMENT #:** 2260  
**DATE:** 7/5/21 2:54 AM  
**SOURCE:** Website  
**NAME:** Brett Renard

---

**COMMENT:**

I support this and any expansion of lifts throughout the wasatch connecting resorts. **(32.29D)**

**COMMENT #:** 2261  
**DATE:** 7/5/21 6:58 AM  
**SOURCE:** Website  
**NAME:** Constance Marshall

---

**COMMENT:**

What a task- but necessary for all of us to take on for the sustainable issues of growing population. We are not alone in being a part of a solution.  
I support Gondola Alternative B. **(32.2.9D)**

**COMMENT #:** 2262  
**DATE:** 7/5/21 8:03 AM  
**SOURCE:** Website  
**NAME:** Alex Sol

---

**COMMENT:**

JUST DO IT (32.29D)

**COMMENT #:** 2263  
**DATE:** 7/5/21 8:26 AM  
**SOURCE:** Website  
**NAME:** Cort Wright

---

**COMMENT:**

I have grown up at the mouth of little cottonwood and been in the area for nearly 30 years. I believe that the Gondola is an excellent solution to a real problem. I am 100% in favor of this project, and believe that the team managing the project are perfect for the job. As someone that has ownership in a property up Big Cottonwood I have experienced the safety risks in driving during the winter time, not to mention the stress that comes when being stuck in traffic. This stress can cause people to think irrationally and make rash decisions that can have tragic consequences. I believe the gondola project will alleviate stress to the canyon and make traffic more predictable, reliable and safer. I hope to see an approval of this project. Thank you for your consideration. **(32.2.9D)**

**COMMENT #:** 2264  
**DATE:** 7/5/21 9:07 AM  
**SOURCE:** Website  
**NAME:** Robert Burks

---

**COMMENT:**

I am in support of the gondola project **(32.2.9D)**

**COMMENT #:** 2265  
**DATE:** 7/5/21 9:25 AM  
**SOURCE:** Website  
**NAME:** William Borghetti

---

**COMMENT:**

The gondola option addresses current and future needs for canyon access in all weather conditions, unlike the road expansion or bus options. The gondola option can scale to meet future generations and address ongoing parking challenges. Thank you. **(32.2.9D)**

**COMMENT #:** 2266  
**DATE:** 7/5/21 9:25 AM  
**SOURCE:** Website  
**NAME:** Sarah Smith

---

**COMMENT:**

I request a screening for alleviating the Wasatch Blvd Expansion need by running a new UTA Non-stop, Express Bus from 9400 South Highland Drive Park & Ride north along Highland Drive connecting to I-215, running on I-215 to Foothill Drive and north on Foothill Drive to the University of Utah Trax Stop. University students will have arrived at their destination and other riders then take shuttles to their final destination including Huntsman Cancer Institute, U of U Hospital, Primary Children's Hospital, corporations of Research Park, Hogle Zoo, This is the Place Monument, Natural History Museum, Red Butte Arboretum, etc. This model can move thousands north by morning and south by afternoon/evening with high frequency. Modeling this should reveal relief for 1300 East, Highland Drive and Wasatch Blvd during peak demand times. This can take thousands of private vehicles off the arterials of southeastern SL Valley. **(32.2.2AA)**

**COMMENT #:** 2267  
**DATE:** 7/5/21 9:29 AM  
**SOURCE:** Website  
**NAME:** Emily Pilstl

---

**COMMENT:**

I'm writing in favor of expanded bus routes. **(32.2.9A)**



**COMMENT #:** 2268  
**DATE:** 7/5/21 9:30 AM  
**SOURCE:** Website  
**NAME:** David King

---

**COMMENT:**

I think I prefer the gondola. It sure seems to work well in Telluride. **(32.2.9D)**

**COMMENT #:** 2269  
**DATE:** 7/5/21 10:02 AM  
**SOURCE:** Website  
**NAME:** Ethan Scherer

---

**COMMENT:**

build the gondola (32.2.9D)

**COMMENT #:** 2270  
**DATE:** 7/5/21 10:04 AM  
**SOURCE:** Website  
**NAME:** Drew Hurst

---

**COMMENT:**

Gondola! Start construction ASAP **(32.2.9D)**

**COMMENT #:** 2271  
**DATE:** 7/5/21 10:05 AM  
**SOURCE:** Website  
**NAME:** Mark Dunn

---

**COMMENT:**

The Gondola Option appears to be the best option as it will allow access at anytime during almost any weather. The road widening could still happen down the road as the need arises. The road widening option would probably not change the congestion in the canyon especially during stormy weather.  
**(32.7C and 32.2.9D)**

**COMMENT #:** 2272  
**DATE:** 7/5/21 11:28 AM  
**SOURCE:** Website  
**NAME:** John Labrie

---

**COMMENT:**

I am not really a fan of this, but there's no real alternative. The thing to remember is not to overwhelm Alta and Snowbird with more visitors than they can handle. **(32.20C)** The only good thing about the current situation is that it limits the amount of people that are on the mountain, so lift lines can only grow so large. If you allow unlimited access you will create congestion and overcrowding and nobody wants that, either, so there needs to be a way to limit the amount of people that are allowed into the canyon. **(32.2.4A and 32.2.2K)** You will need to ensure a large amount of traffic can ingress and egress the La Caille parking structure as well. **(32.2.6.5E)** What are the hours of operation for the Tram be? It needs to run from 5 AM - 7 PM at a minimum. **(32.2.6.5F)**

**COMMENT #:** 2273  
**DATE:** 7/5/21 11:54 AM  
**SOURCE:** Website  
**NAME:** Andrey Razuvayev

---

**COMMENT:**

Gondola only option **(32.2.9D)**

**COMMENT #:** 2274  
**DATE:** 7/5/21 12:29 PM  
**SOURCE:** Website  
**NAME:** Therese Watts

---

**COMMENT:**

Great idea. Have used systems like this in Europe and they work great. Much safer than driving up the Canyon, especially on snowy days. Would benefit the mountain resorts both in summer and winter.  
**(32.29D)**

**COMMENT #:** 2275  
**DATE:** 7/5/21 12:32 PM  
**SOURCE:** Website  
**NAME:** Brittany Anderson

---

**COMMENT:**

I support the gondola plan. I think that it is the best action we can take. The only concern would be employee priority for the resorts inside the canyon. Otherwise it's a fantastic idea. **(32.2.4A and 32.2.9D)**



**COMMENT #:** 2276  
**DATE:** 7/5/21 1:39 PM  
**SOURCE:** Website  
**NAME:** John Bird

---

**COMMENT:**

I support an expanded bus system. No Gondola!! (32.2.9A and 32.2.9E)

**COMMENT #:** 2277  
**DATE:** 7/5/21 1:45 PM  
**SOURCE:** Website  
**NAME:** Lorri Overson

---

**COMMENT:**

Gondola please (32.2.9D)

**COMMENT #:** 2278  
**DATE:** 7/5/21 2:17 PM  
**SOURCE:** Website  
**NAME:** Fred Ash

---

**COMMENT:**

I and my wife do not go up the canyon in the winter any more. But we do drive through in the summer a few times. So we support the alternative that least impacts the environment, which appears to be the bus lane option. **(32.2.9B)**

**COMMENT #:** 2279  
**DATE:** 7/5/21 2:18 PM  
**SOURCE:** Website  
**NAME:** Heather Welch

---

**COMMENT:**

Please support the gondola build rather than more buses. As a lifelong resident and someone who enjoys skiing and hiking in our canyons, little cottonwood has become a congested, crowded, unpleasant experience due to vehicles. The gondola would be fun, efficient, scenic and allow enjoyment of the canyon as the population increases. **(32.2.9D)**

**COMMENT #:** 2280  
**DATE:** 7/5/21 2:33 PM  
**SOURCE:** Website  
**NAME:** John Woeste

---

**COMMENT:**

Please implement the bus solution. **(32.2.9A)** Do not implement the gondola plan. **(32.2.9E)** It provides Alta and Snowbird assistance in getting customers to their business and others can not get off in other locations. **(32.2.6.3C)**

**COMMENT #:** 2281  
**DATE:** 7/5/21 2:35 PM  
**SOURCE:** Website  
**NAME:** Bonnie Smith

---

**COMMENT:**

With roadway safety, reliability and mobility being priorities for this project, the gondola alternative is best. **(32.2.9D)** LCC Highway 210 is difficult in all weather conditions due to many twists and turns and narrow lanes, and the added impediments of avalanches, icy roads leading to accidents which congest/stop traffic, and potentially result in vehicles careening off the steep embankments (an experience had by my daughter resulting in a totaled car but fortunately no harm to herself). The gondola will remove much of the road traffic, thus diminishing the inherent risks of this road, and will reduce the carbon emissions from increased road traffic. **(32.2.4A, 32.7C, and 32.10A)** The gondola also will be a reliable transporter of people in all weather conditions. **(32.2.6.5K)** Another concern with the extensive road construction and shed construction required by the bus alternative is the delays and closures to LCC Highway 210 during the extent of the construction project, which could be lengthy and hugely detrimental to road traffic during that time period. **(32.4C)**

**COMMENT #:** 2282  
**DATE:** 7/5/21 2:58 PM  
**SOURCE:** Website  
**NAME:** Graham Douglas

---

**COMMENT:**

I wholeheartedly support the LCC gondola solution over increasing the volume of traffic in LCC.  
(32.2.9D)

**COMMENT #:** 2283  
**DATE:** 7/5/21 3:09 PM  
**SOURCE:** Website  
**NAME:** Kyle LeValley

---

**COMMENT:**

I support it (32.29D)



**COMMENT #:** 2284  
**DATE:** 7/5/21 3:12 PM  
**SOURCE:** Website  
**NAME:** Peter Taylor

---

**COMMENT:**

I far prefer the gondola option: let's get cars and buses off the road. (32.2.9D and 32.2.4A)

**COMMENT #:** 2285  
**DATE:** 7/5/21 3:24 PM  
**SOURCE:** Website  
**NAME:** Jean Leone

---

**COMMENT:**

I support the gondola! **(32.2.9D)**

**COMMENT #:** 2286  
**DATE:** 7/5/21 4:48 PM  
**SOURCE:** Website  
**NAME:** Don Ralphs

---

**COMMENT:**

I vote for the gondola **(32.2.9D)**

**COMMENT #:** 2287  
**DATE:** 7/5/21 4:57 PM  
**SOURCE:** Website  
**NAME:** Bennett Wohlfeld

---

**COMMENT:**

I think busses would only help if they were the only vehicles on the road during peak/poor condition times. **(32.2.2B)** If other vehicles are allowed on the road, you'll just have more busses in gridlock. However, that would severely impact all canyon use that isn't just to the resorts which combined with the lower operating costs, makes the gondola a much better option. **(32.7C)**

Also, for either option, a key will be to make the base a nice area to wait. That means adequate parking and restrooms, as well as possibly some businesses. It would be great have local bar/restaurant options as well as a coffee shop, convenience store, and maybe even a ski shop down there. **(32.2.3A and 32.2.6.5X)**

**COMMENT #:** 2288  
**DATE:** 7/5/21 4:57 PM  
**SOURCE:** Website  
**NAME:** Benjamin Brunken

---

**COMMENT:**

This would be a massive improvement to the canyon and would be great. (32.29D)

**COMMENT #:** 2289  
**DATE:** 7/5/21 5:27 PM  
**SOURCE:** Website  
**NAME:** Sterling Wilson

---

**COMMENT:**

Little Cottonwood is an incredible natural resource. We are lucky that it is so close to the city of Salt Lake. We have a responsibility to provide access to those who to visit in a consistently safe and in a manner that does not destroy all of the natural beauty. A gondola provides safe access for decades to come and there may even come a day when no cars travel the roads up the mountain. We have a responsibility to do this. **(32.2.9D)**

**COMMENT #:** 2290  
**DATE:** 7/5/21 6:14 PM  
**SOURCE:** Website  
**NAME:** Ellise Shuman

---

**COMMENT:**

Do not build the gondola, it is not cost effective, it is merely a tourist attraction that will not get people up to the ski resorts. **(32.2.9E)** Also it is a big eye sore, and I know that little cottonwood values the incredible view of Salt Lake City and the Wasatch mountains. **(32.17A)**

**COMMENT #:** 2291  
**DATE:** 7/5/21 6:14 PM  
**SOURCE:** Website  
**NAME:** Katie Shuman

---

**COMMENT:**

Do not build the gondola. It is not cost effective nor efficient. **(32.2.9E)** Busses would be a much better solution. Busses will alleviate traffic. Do away with parking at the resorts, get a better parking situation at the mouth of the canyon, and run more busses. **(32.2.4A and 32.2.9A)**



**COMMENT #:** 2292  
**DATE:** 7/5/21 7:24 PM  
**SOURCE:** Website  
**NAME:** Daniel Armstrong

---

**COMMENT:**

GONDOLOA YESSSS!!! (32.2.9D)

**COMMENT #:** 2293  
**DATE:** 7/5/21 7:47 PM  
**SOURCE:** Website  
**NAME:** Britta Nelson

---

**COMMENT:**

Please build the gondola!!! This is from me, and my sister and her husband who live in Hong Kong and we have skied Snowbird for years. **(32.2.9D)**

**COMMENT #:** 2294  
**DATE:** 7/5/21 7:53 PM  
**SOURCE:** Website  
**NAME:** Cheryl Nelson

---

**COMMENT:**

The gondola is definitely the better decision. It will convey the message of slc being a world class ski area **(32.2.9D)**

**COMMENT #:** 2295  
**DATE:** 7/5/21 7:57 PM  
**SOURCE:** Website  
**NAME:** Sarah Inwood

---

**COMMENT:**

Enhanced bus service, with improved parking and public transit options is the only way to go!! **(32.2.9A)**  
The gondola only helps out the resorts. What about other user groups such as backcountry skiers, hikers, snowshoers, sledders?? C'mon. Stop kow-towing to the resorts. If they want a gondola let them completely fund it. **(32.2.7A and 32.2.6.3C)**

**COMMENT #:** 2296  
**DATE:** 7/5/21 8:21 PM  
**SOURCE:** Website  
**NAME:** Chip Knight

---

**COMMENT:**

Traffic in LCC is unsustainable. The gondola is the best option to preserve the environmental integrity of LCC **(32.2.9D)**

**COMMENT #:** 2297  
**DATE:** 7/5/21 10:19 PM  
**SOURCE:** Website  
**NAME:** Kelsey Weiser

---

**COMMENT:**

I believe adding more asphalt and concrete is destructive to the environment and unnecessary, everything has operated just fine for so long many years and years. I really strongly advise against paving any more. Once concrete is laid down upon the earth the under ground water flow and aqueducts dry up leaving less water for tree roots to reach deeply for. **(32.2.9C and 32.12B)** Many people don't even know and won't Spend a moment to voice opinion or ideas. I have seen many people who live right on Wasatch strongly opposed to this. So what it the road gets backed up. It's closed until avalanche safety is done, locals know this and arrive early. **(32.1.2B and 32.7C)** I know travelers come for the snow and this brings a lot of money to the city , but do nothing bastardize our natural land because of trying to accommodate the tourism and modern day immediate gratification. Respect the mountains and her foothills. We have already done enough damage. Please hear this message. Thank you. **(32.2.9G)**

**COMMENT #:** 2298  
**DATE:** 7/5/21 10:24 PM  
**SOURCE:** Website  
**NAME:** John Davis

---

**COMMENT:**

Do not expand the bus system into Little Cottonwood Canyon. Reduce carbon emissions by approving a Gondola system supported by a parking structure at the base of Little Cottonwood. **(32.10A and 32.2.9D)**

**COMMENT #:** 2299  
**DATE:** 7/5/21 10:43 PM  
**SOURCE:** Website  
**NAME:** Juliet Wilson

---

**COMMENT:**

Would truly love the gondola idea; **(32.2.9D)**



**COMMENT #:** 2300  
**DATE:** 7/6/21 7:47 AM  
**SOURCE:** Website  
**NAME:** Mick S

---

**COMMENT:**

I will keep it simple. NO to the gondola option that would forever scar the beauty of LCC. YES to increased bus service, and toll road. **(32.17A, 32.2.9E, and 32.2.9A)**

**COMMENT #:** 2301  
**DATE:** 7/6/21 8:17 AM  
**SOURCE:** Website  
**NAME:** Taunya Dressler

---

**COMMENT:**

A gondola is the only reasonable, long-term option to reduce congestion and safely manage the increased demand for recreating in LLC. **(32.2.9D)** I used to work in the Alpe di Siusi in the Dolomites and they were suffering the same challenges with air pollution and congestion as we do in LLC. They put in a similar gondola that runs from the town of Siusi to Compatsch ski area and they only allow vehicles that are staying in Compatsch to drive there. It has made a world of difference. Given the avalanche danger in the canyon, the gondola really is the only viable option as increased bus service simply means the same number of people on the roads. **(32.2.4A and 32.7C)** Let's do something right for the future, not just for the present (which will already be out of date by the time it's built). And why not go crazy and finally connect the TRAX line from 4th S/U of U along the eastern corridor to the canyons! **(32.2.2I)**

**COMMENT #:** 2302  
**DATE:** 7/6/21 9:52 AM  
**SOURCE:** Website  
**NAME:** Larry Bienenfeld

---

**COMMENT:**

great idea (32.29D)

**COMMENT #:** 2303  
**DATE:** 7/6/21 10:43 AM  
**SOURCE:** Website  
**NAME:** Christopher Butte

---

**COMMENT:**

All in favor of the plan and it serves as a long term solution with the least impacts to the canyon and economy. **(32.29D)**

**COMMENT #:** 2304  
**DATE:** 7/6/21 11:11 AM  
**SOURCE:** Website  
**NAME:** John Carlson

---

**COMMENT:**

I believe that the Gondola would be a far superior choice over adding more buses and another lane. Less maintenance than road repairs and less impact to the environment. A Gondola won't be subject to road closures or the dangers of avalanches and rock fall. It would provide a great sight-seeing experience without the congestion of all the traffic during peak skiing days. This would also create more jobs for the long term with shops at the base area and ski area stops. Adding a lane is just a step backwards in progression into the future **(32.2.9D)**.

**COMMENT #:** 2305  
**DATE:** 7/6/21 11:11 AM  
**SOURCE:** Website  
**NAME:** Paula Humphrey

---

**COMMENT:**

Hello,  
I would like to voice my support for the gondola going up Little Cottonwood Canyon. I feel the gondola would be better than an expanded bus system. Thank you **(32.2.9D)**

**COMMENT #:** 2306  
**DATE:** 7/6/21 11:16 AM  
**SOURCE:** Website  
**NAME:** Mltch Simkins

---

**COMMENT:**

I'm in support of the Goldola. It would help our canyon be a world class destination as well as save considerable time for those locals who go up and down the canyon and are stalled in traffic. Not to mention reduce the risk of death due to avalanche in the roadways **(32.2.9D)**.

**COMMENT #:** 2307  
**DATE:** 7/6/21 11:32 AM  
**SOURCE:** Website  
**NAME:** Timothy Stephens

---

**COMMENT:**

Hello. I would like to voice my opposition of the gondola option for several reasons. **(32.2.9E)** I do not feel like the visual impact of the towers is worth the benefits outlined. **(32.17A)** I feel like a 30+ minute gondola ride is unrealistic for a lot of people, and therefore driving will remain the preferred option. **(32.2.4A)** I also do not like the idea of the public lands being used to benefit the private interests of the ski resorts. **(32.2.7A)**



**COMMENT #:** 2308  
**DATE:** 7/6/21 11:50 AM  
**SOURCE:** Website  
**NAME:** Ireland Dunn

---

**COMMENT:**

The gondola is a cost-effective, long-term solution to problems we've been trying to tackle for years.  
(32.2.9D)

**COMMENT #:** 2309  
**DATE:** 7/6/21 11:57 AM  
**SOURCE:** Website  
**NAME:** Jayden Lawson

---

**COMMENT:**

i support the gondola and all its pros for the environment (32.2.9D)

**COMMENT #:** 2310  
**DATE:** 7/6/21 11:57 AM  
**SOURCE:** Website  
**NAME:** Kirsten Gehl

---

**COMMENT:**

I am all in favor of a the gondola option. However, the largest qualm I have with the proposal is that the gondola will rarely serve passengers other than ones headed to go skiing. To make this an initiative that ALL canyon-users will gladly put their tax \$\$'s towards, PLEASE consider adding extra stops along the gondola route so that passengers headed to destinations besides Snowbird/Alta can make use of this resource for recreation. **(32.2.9D and 32.2.6.5G)**

**COMMENT #:** 2311  
**DATE:** 7/6/21 12:03 PM  
**SOURCE:** Website  
**NAME:** Grace Bunker

---

**COMMENT:**

the gondola would be so convenient in the winter! **(32.2.9D)**

**COMMENT #:** 2312  
**DATE:** 7/6/21 12:09 PM  
**SOURCE:** Website  
**NAME:** Susan Rampton

---

**COMMENT:**

PLEASE enhanced bus service **(32.2.9A)**

**COMMENT #:** 2313  
**DATE:** 7/6/21 12:11 PM  
**SOURCE:** Website  
**NAME:** London Botelho

---

**COMMENT:**

gondola can avoid avalanches, busses cannot! **(32.2.9D)**

**COMMENT #:** 2314  
**DATE:** 7/6/21 12:12 PM  
**SOURCE:** Website  
**NAME:** Caleb Conover

---

**COMMENT:**

gondola would be dope! (32.2.9D)

**COMMENT #:** 2315  
**DATE:** 7/6/21 12:19 PM  
**SOURCE:** Website  
**NAME:** Lexi Curatolo

---

**COMMENT:**

Woohoo! Go gondolas! **(32.2.9D)**



**COMMENT #:** 2316  
**DATE:** 7/6/21 12:20 PM  
**SOURCE:** Website  
**NAME:** Susan Despain

---

**COMMENT:**

A YEAR ROUND GONDOLA IS THE SOLUTION!! (32.2.9D)

Buses are not the answer...

Several years ago LCC was closed for avalanche control. Cars were allowed to line up in all lanes to await LCC opening. Black ice was on the road and when LCC opened the cars up canyon were not able to get traction and slid into each other and off the road. Emergency vehicles from below were blocked from aiding the affected vehicles. The emergency vehicles from Snowbird came to their aid but they also got stuck. The Gondola is the solution for bad weather and road conditions.

Two summers ago when we had the deluge of rain LCC was blocked due to mudslides. The road was on the verge of being lost. The buses would not have helped in this situation. A YEAR ROUND GONDOLA IS THE SOLUTION!! (32.2.9D)

**COMMENT #:** 2317  
**DATE:** 7/6/21 12:44 PM  
**SOURCE:** Website  
**NAME:** Miguel Rovira

---

**COMMENT:**

UDOT should approve the Gondola Project for LCC. The carbon footprint mitigation and the minimal impact on the environment due to the construction of towers are among many factors to go forward. **(32.2.9D and 32.10A)**

**COMMENT #:** 2318  
**DATE:** 7/6/21 12:57 PM  
**SOURCE:** Website  
**NAME:** Robbie Hulme

---

**COMMENT:**

A gondola is the most environmentally-friendly option that takes into account air quality, water quality, and energy efficiency. **(32.2.9D, 32.10A, 32.12A, and 32.18A)**

**COMMENT #:** 2319  
**DATE:** 7/6/21 12:57 PM  
**SOURCE:** Website  
**NAME:** Bel Cur

---

**COMMENT:**

Cooool (32.29D)

**COMMENT #:** 2320  
**DATE:** 7/6/21 12:58 PM  
**SOURCE:** Website  
**NAME:** Hudson Reed

---

**COMMENT:**

A gondola is the most environmentally-friendly option that takes into account air quality, water quality, and energy efficiency. **(32.2.9D, 32.10A, 32.12A, and 32.18A)**

**COMMENT #:** 2321  
**DATE:** 7/6/21 12:58 PM  
**SOURCE:** Website  
**NAME:** Cheryl Kidder

---

**COMMENT:**

I'm voting for the gondola **(32.2.9D)**

**COMMENT #:** 2322  
**DATE:** 7/6/21 12:58 PM  
**SOURCE:** Website  
**NAME:** Sean Slack

---

**COMMENT:**

Enhanced bus service should prevail. **(32.2.9A)** If the gondola wants to be an addition to extra bus service the ski resorts (Alta and Snowbird) must be held financially accountable to contribute otherwise it's nothing more than a tax-payer funded handout to two companies. **(32.2.7A)**

**COMMENT #:** 2323  
**DATE:** 7/6/21 12:59 PM  
**SOURCE:** Website  
**NAME:** Jonah Smith

---

**COMMENT:**

A gondola is the most environmentally-friendly option that takes into account air quality, water quality, and energy efficiency. (32.2.9D, 32.10A, 32.12A, and 32.18A)



**COMMENT #:** 2324  
**DATE:** 7/6/21 1:01 PM  
**SOURCE:** Website  
**NAME:** Crew Smithson

---

**COMMENT:**

Air quality is important to me and I support the gondola. (32.10A and 32.2.9D)

**COMMENT #:** 2325  
**DATE:** 7/6/21 1:04 PM  
**SOURCE:** Website  
**NAME:** Colby Young

---

**COMMENT:**

Air quality is important to me and I support the gondola. (32.10A and 32.2.9D)

**COMMENT #:** 2326  
**DATE:** 7/6/21 1:04 PM  
**SOURCE:** Website  
**NAME:** Bell Cur

---

**COMMENT:**

Cool gondola (32.2.9D)

**COMMENT #:** 2327  
**DATE:** 7/6/21 1:09 PM  
**SOURCE:** Website  
**NAME:** Callie Keach

---

**COMMENT:**

The gondola is a cost-effective, long-term solution to problems we've been trying to tackle for years.  
(32.2.9D)

**COMMENT #:** 2328  
**DATE:** 7/6/21 1:11 PM  
**SOURCE:** Website  
**NAME:** Trenton Hawkins

---

**COMMENT:**

I think it would be good for all of us. It will attract more business and more tourists to the town and state of Utah! **(32.6B and 32.29D)**

**COMMENT #:** 2329  
**DATE:** 7/6/21 1:13 PM  
**SOURCE:** Website  
**NAME:** Jake Sperry

---

**COMMENT:**

This gondola is going to help with traffic going up LLC (32.2.9D)

**COMMENT #:** 2330  
**DATE:** 7/6/21 1:14 PM  
**SOURCE:** Website  
**NAME:** Lole Taula

---

**COMMENT:**

A gondola is the most environmentally-friendly option that takes into account air quality, water quality, and energy efficiency (**32.2.9D, 32.10A, 32.12A, and 32.18A**)

**COMMENT #:** 2331  
**DATE:** 7/6/21 1:21 PM  
**SOURCE:** Website  
**NAME:** Tessera Hobbs

---

**COMMENT:**

Please go with Gondola. Buses don't work! **(32.2.9D)**



**COMMENT #:** 2332  
**DATE:** 7/6/21 1:22 PM  
**SOURCE:** Website  
**NAME:** Brittlyn Barnes

---

**COMMENT:**

Gondola up little cotton wood canyon is so beautiful and cost effective. **(32.2.9D)**

**COMMENT #:** 2333  
**DATE:** 7/6/21 1:24 PM  
**SOURCE:** Website  
**NAME:** Bryson Barnes

---

**COMMENT:**

Gondola is very cost effective. (32.2.9D)

**COMMENT #:** 2334  
**DATE:** 7/6/21 1:48 PM  
**SOURCE:** Website  
**NAME:** Eric Shipley

---

**COMMENT:**

The Gondola option for Little Cottonwood Canyon ski lift access is by far the best solution I've heard. **(32.2.9D)** Speaking as an avid skier, the primary reason I do NOT come to SLC to ski is because the traffic congestion and related safety issues with Little Cottonwood Canyon. **(32.7C)** We, in our family, have learned that accessing SLC is so much easier if we can get to a Frontrunner location. Similarly, this would make the ease of resort access so much simpler for skiers. I've been stuck in the canyon several times due to slides, accidents, weather, etc., and this would alleviate that entire negative experience. I see this as a very good option, and I'm hopeful that the authorities will consider the improvement to safety and experience some very key objectives. **(32.2.9D)**

**COMMENT #:** 2335  
**DATE:** 7/6/21 2:08 PM  
**SOURCE:** Website  
**NAME:** Diane Lynsky

---

**COMMENT:**

The transportation situation up and down Little Cottonwood Canyon is not sustainable. (32.7C) The proposal seems like a viable solution. (32.29D)

**COMMENT #:** 2336  
**DATE:** 7/6/21 2:11 PM  
**SOURCE:** Website  
**NAME:** Sid Tanner

---

**COMMENT:**

Gondola please. (32.2.9D)

**COMMENT #:** 2337  
**DATE:** 7/6/21 2:30 PM  
**SOURCE:** Website  
**NAME:** Rachel Durrant

---

**COMMENT:**

I support the gondola concept and think it would be a logical and wise decision. **(32.2.9D)**

**COMMENT #:** 2338  
**DATE:** 7/6/21 2:34 PM  
**SOURCE:** Website  
**NAME:** Ben Johnson

---

**COMMENT:**

I support the gondola. (32.2.9D)

**COMMENT #:** 2339  
**DATE:** 7/6/21 2:39 PM  
**SOURCE:** Website  
**NAME:** Amanda Pouchot

---

**COMMENT:**

A gondola is absolutely what we need to help us all enjoy the mountains and reduce congestion at the same time. **(32.2.9D)** Utah is on the map and as the fastest-growing state in the union is going to only become more crowded. This Gondola is on the cutting edge of innovation and will significantly reduce carbon emissions, traffic AND continue to establish Utah as the premier skiing destination. **(32.10A and 32.7C)** It is also much safer than driving the canyon and more scenic. Also, for those of us who get car sick the bus is not a viable option, nor is it the long-term fiscally smart option for the taxpayers. I cannot wait to take the new gondola up to ski Alta.



**COMMENT #:** 2340  
**DATE:** 7/6/21 3:17 PM  
**SOURCE:** Website  
**NAME:** Mark Joseph

---

**COMMENT:**

I am all for the gondola plan I think it would be a fantastic addition to the Little Cottonwood Canyon and help with greenhouse gases and congestion? **(32.2.9D, 32.10A, and 32.7C)**

**COMMENT #:** 2341  
**DATE:** 7/6/21 3:18 PM  
**SOURCE:** Website  
**NAME:** Bryce Lackey

---

**COMMENT:**

Choose option 2! We can significantly reduce traffic in the canyons by vastly increasing bus service and implementing tolls for personal vehicles, without adding additional lanes or disturbing the canyon even more dramatically by adding a gondola. **(32.2.9A)** This will not only save on construction costs, but also reduce the human impact in the already heavily trafficked canyon. The gondola is one of the worst ideas I've ever heard, it will be an ugly eyesore and won't reduce traffic any more than an expanded bus service would. **(32.17A, 32.2.4A, and 32.7C)**

**COMMENT #:** 2342  
**DATE:** 7/6/21 3:26 PM  
**SOURCE:** Website  
**NAME:** Chris Peterson

---

**COMMENT:**

favor the GONDOLA solution for Little Cottonwood Canyon. **(32.2.9D)**

I have spent quite a bit of time recreating in Little Cottonwood Canyon over the last 30 years, and it is very important to me that the canyon remain as "natural" as possible, continuing to provide excellent recreational opportunities to us all. If we must accommodate additional traffic, the Gondola provides the smallest footprint, both in construction as well as daily use. **(32.13A and 32.13B)**

Not only would widening the road be the most destructive, but even with fully EV bus use, the traffic would impact the character of the canyon. **(32.7C)**

Additionally, the road should provide for safe cycling, a popular activity in the summer. **(32.2.6.2.4A)**

This is best achieved by a wide bicycle lane going up, as well as safe speed limits and limited traffic that would ensure safe cycling going down. The GONDOLA again is the best solution, where a larger road with increased bus and car traffic would not. **(32.7C)**

The GONDOLA provides the best solution, and I encourage UDOT to adopt that approach. **(32.2.9D)**

**COMMENT #:** 2343  
**DATE:** 7/6/21 3:26 PM  
**SOURCE:** Website  
**NAME:** Travis Beeman

---

**COMMENT:**

Please consider the gondola option to preserve our canyon for future generations. **(32.2.9D)**

**COMMENT #:** 2344  
**DATE:** 7/6/21 3:33 PM  
**SOURCE:** Website  
**NAME:** Nancy Lombardo

---

**COMMENT:**

I believe the best solution for mitigating the traffic problem in Little Cottonwood would be to run electric buses, NOT ruining the scenery with a ridiculous gondola. **(32.2.9A, 32.2.6.3F, and 32.17A)** I believe there should be some express buses to the ski areas in winter, and additionally there should be buses that stop at all the trailheads, allowing hikers, snowshoers and back-country skiers to ride the bus to access the trails. **(32.2.9A and 32.2.6.5C)** If cars are allowed to drive up the canyon, they should be charged based on occupancy, perhaps free with 4 or more passengers. **(32.2.4A)**

**COMMENT #:** 2345  
**DATE:** 7/6/21 3:45 PM  
**SOURCE:** Website  
**NAME:** Sarah Nelson

---

**COMMENT:**

I am a fan of the Gondola approach. While initially it may be more disruptive to natural habitats, it is more sustainable over time and most reliable. **(32.13A and 32.2.9D)**

**COMMENT #:** 2346  
**DATE:** 7/6/21 3:54 PM  
**SOURCE:** Website  
**NAME:** Nate Burri

---

**COMMENT:**

I am tired of traffic in the canyon and I think a gondola is a great alternative. **(32.2.9D)**

**COMMENT #:** 2347  
**DATE:** 7/6/21 3:55 PM  
**SOURCE:** Website  
**NAME:** Annie Andurus

---

**COMMENT:**

I am tired of traffic in the canyon and I think a gondola is a great alternative. **(32.2.9D)**



**COMMENT #:** 2348  
**DATE:** 7/6/21 3:56 PM  
**SOURCE:** Website  
**NAME:** Tallie Ness

---

**COMMENT:**

I am tired of traffic in the canyon and I think a gondola is a great alternative. **(32.2.9D)**

**COMMENT #:** 2349  
**DATE:** 7/6/21 3:58 PM  
**SOURCE:** Website  
**NAME:** Desi Miller

---

**COMMENT:**

I am tired of traffic in the canyon and I think a gondola is a great alternative. **(32.2.9D)**

**COMMENT #:** 2350  
**DATE:** 7/6/21 4:21 PM  
**SOURCE:** Website  
**NAME:** Jason Tucker

---

**COMMENT:**

I believe the gondola is the best approach. **(32.2.9D)** I believe minimizing vehicle impact is important, and so better facilitating vehicle traffic up the canyon isn't the best option. It doesn't solve a number of issues - noise, wildlife impact, parking at each destination, avalanche risk - and is liable to allow some of the concerns to get worse, rather than better. **(32.2.4A)** Further, the quiet gondola does resolve some of these concerns, and while there is an unfortunate visual impact, I don't believe it's much worse than widening the road, and is much quieter. **(32.17A, 32.17B, 32.11A, and 32.11D)** I also believe that people would prefer a slightly longer ride up a gondola with great views rather than being stuck in a bus.

**COMMENT #:** 2351  
**DATE:** 7/6/21 4:51 PM  
**SOURCE:** Website  
**NAME:** Ethan Katz

---

**COMMENT:**

What are the proposed funding mechanisms for the gondola? One proposal: a public authority that raises funding from government bonds sold from the public. To generate revenue to pay back the government, the authority can a) charge for use on the gondola, b) create a plan with Snowbird and Alta in which a paid parking program is implemented at each resort, and all monies raised are funneled to the authority; and c) a combination of both of these methods. Once the bonds and accrued interest are paid for by these methods, the authority can cease to exist and the gondola will have been paid for by users of the canyon as opposed to the public as a whole. **(32.2.7A)**

**COMMENT #:** 2352  
**DATE:** 7/6/21 4:54 PM  
**SOURCE:** Website  
**NAME:** Colin Rehkugler

---

**COMMENT:**

I do not think the gondola is a practical solution to the traffic and crowding issues in LCC. **(32.2.9E)** I think our best option is establishing a bus lane and snow sheds on the UT-210. **(32.2.9B)** But the easiest solution is to end the Ikon pass in LCC. The ski areas can adjust pass prices to accomplish their revenue goals. **(32.2.2K)**

**COMMENT #:** 2353  
**DATE:** 7/6/21 4:54 PM  
**SOURCE:** Website  
**NAME:** Hatty Ostrowski

---

**COMMENT:**

Full send (32.29D)

**COMMENT #:** 2354  
**DATE:** 7/6/21 4:55 PM  
**SOURCE:** Website  
**NAME:** Eleise Lowe

---

**COMMENT:**

Bus lane option sounds better. Number of buses can be easily scaled according to demand and used for more areas than just the ski resorts. **(32.2.9B)**

I am also an avid cyclist. Recently my friend got hit by a car while descending LCC near Tanner's Flat. If the bus lanes offer a protected lane for cyclists during the summer that is a total win-win in my book. **(32.2.9B and 32.2.6.3J)**

**COMMENT #:** 2355  
**DATE:** 7/6/21 4:56 PM  
**SOURCE:** Website  
**NAME:** Paul Charbonneau

---

**COMMENT:**

This is a great improvement to the traffic and pollution issue in the canyon, that is worsening at an alarming rate. **(32.2.9D)**



**COMMENT #:** 2356  
**DATE:** 7/6/21 4:59 PM  
**SOURCE:** Website  
**NAME:** Desi Miller

---

**COMMENT:**

I really like supporting things that are more environmentally friendly, and I like that it's not only better for the environment but also super convenient. It's a really good step to better things, not only for us but our earth too, and especially since skiing is such a big thing in Utah. **(32.2.9D)**

**COMMENT #:** 2357  
**DATE:** 7/6/21 5:00 PM  
**SOURCE:** Website  
**NAME:** Tom Dalrymple

---

**COMMENT:**

A gondola makes sense. Highway up Little Cottonwood Canyon has always been an issue even without severe weather. I've often opted to take UTA buses but not always reliable. A pollution free option would be the best way to go. **(32.2.9D)**

**COMMENT #:** 2358  
**DATE:** 7/6/21 5:03 PM  
**SOURCE:** Website  
**NAME:** Todd Bradley

---

**COMMENT:**

I support the Ariel gondola proposal 100%. Little Cottonwood skier since 1984, season pass holder many consecutive years. Traffic will never change, has been in increasing steadily over the last 15 years. **(32.2.9D)**

**COMMENT #:** 2359  
**DATE:** 7/6/21 5:06 PM  
**SOURCE:** Website  
**NAME:** Beth Thomas

---

**COMMENT:**

No gondola! (32.2.9E)

**COMMENT #:** 2360  
**DATE:** 7/6/21 5:13 PM  
**SOURCE:** Website  
**NAME:** Leticia Lopez

---

**COMMENT:**

A Gondola would be so great to Little Cottonwood Canyon! **(32.2.9D)**

**COMMENT #:** 2361  
**DATE:** 7/6/21 5:44 PM  
**SOURCE:** Website  
**NAME:** Joe Bird

---

**COMMENT:**

Please save our canyons by choosing the gondola option. **(32.2.9D)**

**COMMENT #:** 2362  
**DATE:** 7/6/21 6:33 PM  
**SOURCE:** Website  
**NAME:** Greta Sommerfeld

---

**COMMENT:**

I support using buses as a solution; whether widening the road or not. **(32.2.9B)** I think in conjunction with busses, private vehicles need to be limited up the canyons as well. **(32.2.4A)** Busses with stops up multiple points in the canyon will help backcountry skiers as well as resort skiers. **(32.2.6.3C)** Whereas the gondola will solely help resort skiers. As a SLC resident who doesn't have an Alta or Snowbird pass - I think it's silly to build a transportation solution that solely serves 2 private resorts. Regardless of the solution - if private vehicles are not somehow restricted, no solution will help with traffic. **(32.2.4A)**

**COMMENT #:** 2363  
**DATE:** 7/6/21 7:05 PM  
**SOURCE:** Website  
**NAME:** Elliott Hansen

---

**COMMENT:**

The canyons of salt lake county belong to the citizens, not the corporations and resorts. While the repors prefer a solution that will maximize the number of visitors they receive, a responsible solution would instead focus upon minimizing impact to the canyon, and servicing the greatest number of citizens. This includes hikers, snowshoers, backcountry skiers and climbers. None of these populations would be served well by a gondola. **(32.7C and 32.2.4A)**  
Improved bus service and reduced single passenger vehicle traffic are the only options to mitigate the damage the resorts are already doing to the canyons. **(32.2.9A)**  
Please don't capitulate to the business lobby by apricot public funding for a gondola project that only serves the resorts. **(32.2.7A)**



**COMMENT #:** 2364  
**DATE:** 7/6/21 7:05 PM  
**SOURCE:** Website  
**NAME:** Jeneen Nelsen

---

**COMMENT:**

No Gondola! It's too expensive! (32.2.9E)

**COMMENT #:** 2365  
**DATE:** 7/6/21 7:06 PM  
**SOURCE:** Website  
**NAME:** Tracy Oliveto

---

**COMMENT:**

I only like the bus idea or gondola, all others I am against. Thanks (32.2.9A and 32.2.9D)

**COMMENT #:** 2366  
**DATE:** 7/6/21 7:11 PM  
**SOURCE:** Website  
**NAME:** Ryan Kapes

---

**COMMENT:**

Details details details.

How do backcountry skiers use the gondola to access white pine trailhead in the winter and summer?

**(32.2.6.5G and 32.2.4A)**

How does the gondola bottom station accommodate traffic and parking issues? **(32.2.6.5E)**

Why do snowbird and alta not have to put up any money for this project? **(32.2.7A)**

Can mtn bikes be put on the gondola? **(32.2.6.5I)**

What are the hours of operation for the gondola? **(32.2.6.5F)**

Is there any days where its closed? **(32.2.6.5F)**

Seems like there are alot of unanswered questions.

**COMMENT #:** 2367  
**DATE:** 7/6/21 7:14 PM  
**SOURCE:** Website  
**NAME:** Maile McKain

---

**COMMENT:**

The gondola would have such an amazing view that everyone would want to use it. The bus is not glamorous. **(32.17A and 32.29D)**

**COMMENT #:** 2368  
**DATE:** 7/6/21 7:17 PM  
**SOURCE:** Website  
**NAME:** Mike Christensen

---

**COMMENT:**

I am disappointed at the limited geographic scope of the transit solutions! It is unlikely that either transit alternative will effectively reduce traffic in Little Cottonwood Canyon unless high-capacity transit connections between population centers and the base of Little Cottonwood Canyon are included in the solution! **(32.2.2I and 32.2.4A)**

**COMMENT #:** 2369  
**DATE:** 7/6/21 7:23 PM  
**SOURCE:** Website  
**NAME:** Roger Kehr

---

**COMMENT:**

Yes, yes, yes. Buses offer a myriad of advantages over the Gondola. The potential to vary capacity, the ability to have multiple pick up points that go directly to the resorts (taking out the additional step of bus to gondola to resort), and the minimal or non existent visual impact of buses over 100' towers make buses the obvious choice. **(32.2.9A, 32.17A, and 32.17B)** Kudos for doing the right thing.

**COMMENT #:** 2370  
**DATE:** 7/6/21 7:27 PM  
**SOURCE:** Website  
**NAME:** Joe Lutz

---

**COMMENT:**

Hello thank you for reading my recommendation. If someone has a season pass to the ski resorts of Alta or Snowbird they will be required to take public transportation to the resorts. **(32.2.4A)** If someone would like to backcountry ski they could pay a price equivalent to a ski resort pass to be able to drive up the canyon and back country ski for the rest of the season. **(32.2.4A)** These back country skier's that will be allowed to drive up the canyon will not be allowed to go to the ski resorts at all. Local skiers would have to choose between resorts game or back country skiing for the entire season if they wanted to be in Little Cottonwood Canyon .Tourist would not have the option to buy the back country access pass to drive to the resorts. **(32.2.4A)** I understand how the solution would make many people angry, but I think it would solve the problem without needing to add infrastructure. With the absence of resort traffic buses can be run at a significantly higher volume to accommodate the resort skiers

**COMMENT #:** 2371  
**DATE:** 7/6/21 7:36 PM  
**SOURCE:** Website  
**NAME:** Buc Buchanan

---

**COMMENT:**

Hi,  
Gondola is best option. Snow on parts of road other than snow shed locations still blocks/delays buses. Accidents, slide offs still blocks/delays traffic. Thanks for your work – Buc **(32.2.9D)**



**COMMENT #:** 2372  
**DATE:** 7/6/21 7:38 PM  
**SOURCE:** Website  
**NAME:** Robbie Kosinski

---

**COMMENT:**

While I was initially in favor of the gondola, the current plan only benefits ski area users. **(32.2.7A and 32.7C)** I support the bus service on the condition that there are stops not only at the ski areas, but also at popular ski, climbing, and hiking locations as well. I would also only support any plan if it runs year round, not just during the winter. **(32.2.6.3C)** Being a year-round user of LCC, I have seen its summer popularity grow and transit solutions are needed in the summer as well as winter.

**COMMENT #:** 2373  
**DATE:** 7/6/21 7:43 PM  
**SOURCE:** Website  
**NAME:** Emma Wood

---

**COMMENT:**

This would only benefit rich ski resorts and not the general public (**32.2.7A and 32.7C**)

**COMMENT #:** 2374  
**DATE:** 7/6/21 7:43 PM  
**SOURCE:** Website  
**NAME:** Jack Smith

---

**COMMENT:**

Alternate B the gondola is far the better choice for many reasons. **(32.2.9D)**

**COMMENT #:** 2375  
**DATE:** 7/6/21 7:44 PM  
**SOURCE:** Website  
**NAME:** Michelle Cowan

---

**COMMENT:**

I am in favor of enhanced bus system !!!! (32.2.9A)

**COMMENT #:** 2376  
**DATE:** 7/6/21 7:48 PM  
**SOURCE:** Website  
**NAME:** Jack Smith

---

**COMMENT:**

Alternate B the gondola is far the better choice for many reasons. **(32.2.9D)**

**COMMENT #:** 2377  
**DATE:** 7/6/21 7:51 PM  
**SOURCE:** Website  
**NAME:** Roland Gilmore

---

**COMMENT:**

Please do not put a gondola up Little Cottonwood canyon. **(32.2.9E)** Added bus lane is the preferred option. **(32.2.9B)**

**COMMENT #:** 2378  
**DATE:** 7/6/21 7:58 PM  
**SOURCE:** Website  
**NAME:** Bob Hunt

---

**COMMENT:**

Support option B, gondola. **(32.2.9D)**

**COMMENT #:** 2379  
**DATE:** 7/6/21 8:01 PM  
**SOURCE:** Email  
**NAME:** Bryan Jewkes

---

**COMMENT:**

How about out of staters pay tolls or extra for being from out of state? **(32.2.4A)**

This would be a great improvement if you want to start tolling people. **(32.2.4A)**

If you go to Disney and you are from California you get a discount.

So work it the other way round.



**COMMENT #:** 2380  
**DATE:** 7/6/21 8:04 PM  
**SOURCE:** Website  
**NAME:** Chip Herron

---

**COMMENT:**

I would prefer the gondola for reliability reasons, although there will be days neither mountain can open due to avalanche hazard **(32.2.9D)**

**COMMENT #:** 2381  
**DATE:** 7/6/21 8:12 PM  
**SOURCE:** Website  
**NAME:** Kylee Kilpack

---

**COMMENT:**

Please don't widen the roads in Little Cottonwood Canyon! **(32.2.9C)** The gondola is a much better choice. **(32.2.9D)**

**COMMENT #:** 2382  
**DATE:** 7/6/21 8:13 PM  
**SOURCE:** Website  
**NAME:** Olivia Morgan

---

**COMMENT:**

Please don't widen the roads in Little Cottonwood Canyon! **(32.2.9C)** The gondola is a much better choice. **(32.2.9D)**

**COMMENT #:** 2383  
**DATE:** 7/6/21 8:22 PM  
**SOURCE:** Website  
**NAME:** Kelly Mai

---

**COMMENT:**

This gondola is such a niche “solution” to the winter car situation up in little cottonwood canyon and it affects such a small population of Utah, whereas this money could be going to something better that would positively impact the entire community while not altering the beautiful environment up in the canyon more than people already have. This screams that tax dollars are only used to benefit the rich and not the greater community. **(32.2.7A, 32.1.2B, and 32.7C)**

**COMMENT #:** 2384  
**DATE:** 7/6/21 8:29 PM  
**SOURCE:** Website  
**NAME:** Michael Jaffe

---

**COMMENT:**

I may have commented before but I think the gondola option is far superior with less environmental impact and the road is due to fail even with an upgrade. Accidents will persist and clog road. **(32.2.9D)**

**COMMENT #:** 2385  
**DATE:** 7/6/21 9:23 PM  
**SOURCE:** Website  
**NAME:** Glenn Horner

---

**COMMENT:**

Can't see how you would not do the gondola. Buses have always been a shitty government decision for lack of solving a problem. **(32.2.9D)**

**COMMENT #:** 2386  
**DATE:** 7/6/21 9:24 PM  
**SOURCE:** Website  
**NAME:** Monica Collard

---

**COMMENT:**

What an amazing option. I might even start to ski again or just enjoy it for the scenery. Wow!! (32.29D)

**COMMENT #:** 2387  
**DATE:** 7/6/21 9:26 PM  
**SOURCE:** Website  
**NAME:** Merilynn Kessi

---

**COMMENT:**

I strongly favor the enhanced bus service option because I think it provides not only the best time, but also the greatest scalability. **(32.2.9B and 32.2.6.3D)** I would hope that in the future the bus service could also be expanded to year round to provide stops at the major trailheads allowing hikers to have an option other than driving. **(32.2.6.3C)** In the meantime, the off season usage of the shoulder lane for pedestrians and cyclists would be another advantage, providing extra safety for all. I lived in Switzerland for a number of years, and found that the snow sheds on a number of mountain roads functioned very well to mitigate avalanche closures and delays. I consider the gondola an eyesore, and it is solely for the service of the ski resorts, where the bus service could easily be adapted to accommodate more than just skiers **(32.17A and 32.2.7A)**. I also think that the added transit time of the gondola would discourage many from using it.



**COMMENT #:** 2388  
**DATE:** 7/6/21 10:03 PM  
**SOURCE:** Website  
**NAME:** JP Huber

---

**COMMENT:**

I'm in support of the gondola over widening the road **(32.2.9D)**

**COMMENT #:** 2389  
**DATE:** 7/6/21 10:10 PM  
**SOURCE:** Website  
**NAME:** Josh Opp

---

**COMMENT:**

The gondola solution best meets the overall objectives set out in the 2017-2018 plans and goals. **(32.2.9D)** We live near the canyon and I like to bike the canyon and ski, and we do not need more cars or more buses. If safety, emissions, and sustainability are the priority, the solution is Not more buses. That's a bandaid and nobody wants it and it's not going to work well. Just last week a friend was talking to me about spending the next 3 months in Switzerland and he marveled at their transportation system, particularly the use of gondolas to get around. It will not be an eyesore to the terrain, it will bring reliability and fun and variety to transportation, and it will definitely improve safety all around. **(32.17A)**. I know this solution costs money but I really look forward to its implementation.

**COMMENT #:** 2390  
**DATE:** 7/6/21 10:24 PM  
**SOURCE:** Website  
**NAME:** Creed Walker

---

**COMMENT:**

The valley gondola will solve the most problems, in an efficient manner. **(32.2.9D)**

**COMMENT #:** 2391  
**DATE:** 7/6/21 10:26 PM  
**SOURCE:** Email  
**NAME:** Sam Bloom

---

**COMMENT:**

Hello,

I think UDOT MUST take action about traffic in the canyon with changes that are not permanently going to alter the canyon prior to extreme measures that will change the canyon forever. It is not something that can be reversed. If bus services are increased and metering is implemented, further permanent changes can be pursued after several years if necessary. **(32.2.9A, 32.2.4A, and 32.2.6.3D)** This is the ONLY logical way to move forward and the fact that Udot has not done this makes it evident that the proposals are in the best interest of those that will profit monetarily as has been widely written about. **(32.2.7A)** If you put a gondola in little cottonwood canyon you will have ruined one of the most beautiful mountain landscapes I have ever experienced. **(32.17A)** Thanks for your time.

**COMMENT #:** 2392  
**DATE:** 7/6/21 10:31 PM  
**SOURCE:** Website  
**NAME:** Kylie Holmes

---

**COMMENT:**

It is the best possible transport! **(32.29D)**

**COMMENT #:** 2393  
**DATE:** 7/6/21 10:42 PM  
**SOURCE:** Email  
**NAME:** Emily Pitsch

---

**COMMENT:**

Dear government,  
It appears that the two plans were decided without the voting power of Utah/SLC's citizens. **(32.2.9N)**  
Im assuming you and the other people who will profit from the destruction of LCC are going to decide which of the two horrible plans will go into action. **(32.1.1B)** Please let me know if the voters have the power? **(32.2.9N)**  
Thanks.

**COMMENT #:** 2394  
**DATE:** 7/6/21 10:43 PM  
**SOURCE:** Website  
**NAME:** Kathleen Lopez

---

**COMMENT:**

The gondola would be so efficient and a great attraction! (32.2.9D)

**COMMENT #:** 2395  
**DATE:** 7/6/21 10:45 PM  
**SOURCE:** Website  
**NAME:** Sadie Hulme

---

**COMMENT:**

The gondola is an amazing idea! **(32.2.9D)**



**COMMENT #:** 2396  
**DATE:** 7/6/21 10:50 PM  
**SOURCE:** Website  
**NAME:** Something Else

---

**COMMENT:**

We don't need the bus lanes just do the gondola and it will make the difference, don't need to destroy the canyon thanks cheers **(32.2.9D)**

**COMMENT #:** 2397  
**DATE:** 7/6/21 10:52 PM  
**SOURCE:** Website  
**NAME:** Todd Bryant

---

**COMMENT:**

I prefer the bus lane/enhanced service. **(32.2.9B)** The visual impact and the initial capital outlay are objectively less. The main issue is really the visual impact to the canyon. **(32.17A and 32.17B)** As far as the annual operating costs, I could see the differences ending up being a wash, however I'm more comfortable with the long term consequences of improvements made at the ground level. Thanks, Todd (Cottonwood Heights resident)

**COMMENT #:** 2398  
**DATE:** 7/6/21 11:34 PM  
**SOURCE:** Website  
**NAME:** Ari Miller

---

**COMMENT:**

The gondola will be a great resource for little cottonwood canyon! **(32.2.9D)**

**COMMENT #:** 2399  
**DATE:** 7/6/21 11:38 PM  
**SOURCE:** Website  
**NAME:** Wiley Adams

---

**COMMENT:**

This isn't benefitting anyone except the owners of these ski resorts. **(32.2.7A and 32.7C)** And since we're only going to have a few months of winter soon, this is going to be a huge drawback from Utah for climbers, hikers, tourists wanting to see our actual land. **(32.4I and 32.17A)** This is just a terrible idea, and 40 minutes? Please. **(32.7B and 32.7C)**

**COMMENT #:** 2400  
**DATE:** 7/6/21 11:38 PM  
**SOURCE:** Website  
**NAME:** Laura Bass

---

**COMMENT:**

As a frequent guest at Snowbird and visitor to Utah, I support this project. Updated infrastructure, carbon emission reduction, and increased efficiency are all worth the investment. **(32.10A and 32.29D)**

**COMMENT #:** 2401  
**DATE:** 7/7/21 12:20 AM  
**SOURCE:** Website  
**NAME:** Zihao Li

---

**COMMENT:**

I have driven in Little Cottonwood Canyon on a snowy day and it wasn't fun at all. Let alone the shutdown in 2021 due to extreme amount of snow fall. **(32.29D)**

**COMMENT #:** 2402  
**DATE:** 7/7/21 5:34 AM  
**SOURCE:** Website  
**NAME:** Jeffery Heyman

---

**COMMENT:**

I am in favor of the gondola option. I think it will better serve those who live and vacation in the canyon and could be a year-round tourist attraction. I enjoy going up the canyon for a few day trips a year outside of the winter session but do not enjoy the drive because of the road traffic. **(32.2.9D)**

**COMMENT #:** 2403  
**DATE:** 7/7/21 6:02 AM  
**SOURCE:** Website  
**NAME:** Tony Dyer

---

**COMMENT:**

I stay at Cliff Lodge for the winter so canyon traffic and congestion is of a lesser concern to me. However, I do get caught up in departure stagnation on a good ski day, particularly on those days when it is dumping late in the day and nobody wants to leave till last chair.  
Would you be able to ride the gondola to/from SB & Alta? **(32.2.6.5R)**  
If I were staying in the valley and having to get up the canyon each day and then get down later I would want to know: **(32.2.6.5O)**  
What is the expected schedule - How early could I get to SB/Alta and how late could I leave? **(32.2.6.5O and 32.2.6.5F)**  
Will there be enough parking spots for me if I can't go first thing in the morning? What if/would commuters find the ski parking convenient and start consuming these parking spots (maybe not a bad thing for valley traffic)? **(32.2.6.3.1C)**  
Having skied SB/Alta for a few years, the crowds have gotten much worse, probably/possibly due to the Ikon pass and hence the need for the gondola, but if the gondola makes it easier for yet more people to ski, does SB/Alta have plans to add uphill capacity? **(32.2.6.5N)**  
Would/could the gondola run during avalanche mitigation? **(32.2.6.5H)**  
What might be the expected time frame to complete even though a final solution has not been selected? **(32.2.7C)**



**COMMENT #:** 2404  
**DATE:** 7/7/21 6:25 AM  
**SOURCE:** Website  
**NAME:** Karen Meredith

---

**COMMENT:**

I'm in favor of the increased bus line--with stops before the bus reaches the resorts. **(32.2.9A and 32.2.6.3C)** How are the resorts going to handle all these additional visitors? **(32.20C)** Many days it is a complete zoo at the resorts and I don't feel safe.

**COMMENT #:** 2405  
**DATE:** 7/7/21 6:41 AM  
**SOURCE:** Website  
**NAME:** Daman Bareiss

---

**COMMENT:**

I prefer the bus service due to its greater benefit to users outside of skiing and snowboarding. The bus will allow better dispersed use by other activities including throughout the summer, while the gondola mostly benefits winter sports at the ski resorts. **(32.2.6.3C, 32.2.7A, and 32.7C)**

**COMMENT #:** 2406  
**DATE:** 7/7/21 7:13 AM  
**SOURCE:** Website  
**NAME:** Michael Zaccheo

---

**COMMENT:**

As long as the highest priority for this project is maximizing the number of people utilizing Little Cottonwood Canyon and thus, maximizing the commercial interests of ski resorts and many others, the long term destruction of this resource will be ensured. You just can't keep putting more and more people in the same small, delicate area. **(32.20A, 32.20B , 32.20C, and 32.2.9G)**

**COMMENT #:** 2407  
**DATE:** 7/7/21 7:23 AM  
**SOURCE:** Email  
**NAME:** Michael Gorham

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**COMMENT:**

Hello,

I'm a Cottonwood Heights resident. I couldn't easily find the project timeline for Gondola Alternative B in the PDFs or the [littlecottonwoodeis.udot.utah.gov](http://littlecottonwoodeis.udot.utah.gov) website. I would like to know the proposed start date, total project duration and the duration of each phase of the project. It would also be informative to know the traffic flow disruption, complexity and overtime risk for each phase. **(32.2.7C)**

Best regards,  
Michael Gorham

**COMMENT #:** 2408  
**DATE:** 7/7/21 7:32 AM  
**SOURCE:** Website  
**NAME:** Steve Boulay

---

**COMMENT:**

I would like to express my support of the gondola option to address transportation issues in Little Cottonwood Canyon. I believe it has the best chance of arresting overdevelopment of vehicle infrastructure and retain the canyons character in the long run. **(32.2.9D)**

**COMMENT #:** 2409  
**DATE:** 7/7/21 7:37 AM  
**SOURCE:** Website  
**NAME:** Oskar Wojciechowski

---

**COMMENT:**

I believe that buses, and consistent buses are the best option. I think it's convenient and a cheaper option **(32.2.9A)**

**COMMENT #:** 2410  
**DATE:** 7/7/21 8:04 AM  
**SOURCE:** Website  
**NAME:** Braden Morris

---

**COMMENT:**

I am very much in favor of the Gondola option starting at the La Caille base station and think it will be a solution to a major problem. **(32.2.9D)**

**COMMENT #:** 2411  
**DATE:** 7/7/21 8:13 AM  
**SOURCE:** Website  
**NAME:** Kyle Gish

---

**COMMENT:**

I am in favor of first building the parking facilities in a way that connects to existing mass transit in the valley, and then increasing bus frequency in both bcc and lcc, along with a private auto toll. **(32.2.2I, 32.2.9A, and 32.1.1A)**. I think the further steps of road widening or gondola could be pushed back, and see how a cheaper parking/buses/toll structure works.



**COMMENT #:** 2412  
**DATE:** 7/7/21 8:14 AM  
**SOURCE:** Website  
**NAME:** Steven Sadler

---

**COMMENT:**

I am against the gondola. **(32.2.9E)** This will be a massive eye sore all year round. **(32.17A)** It seems it will not stop traffic on Wasatch since everyone going up LCC will still have to commute over to the gondola base. **(32.2.6.5E)** Also by allowing even more visitors to the resorts it will give them more incentive to try and expand further destroying more pristine backcountry. **(32.20C)**

**COMMENT #:** 2413  
**DATE:** 7/7/21 8:15 AM  
**SOURCE:** Website  
**NAME:** Mike Ramsey

---

**COMMENT:**

Do not put up a gondola. **(32.2.9E)** The enhanced bus/road option is a far better solution. **(32.2.9A)** A gondola will destroy the ambience of the canyon and will only enhance the bank accounts of Snowbird and La Caille at the cost of the taxpayers. **(32.2.7A and 32.7C)**

**COMMENT #:** 2414  
**DATE:** 7/7/21 8:19 AM  
**SOURCE:** Website  
**NAME:** S Cowley

---

**COMMENT:**

No Tram! (32.2.9E)

**COMMENT #:** 2415  
**DATE:** 7/7/21 8:22 AM  
**SOURCE:** Website  
**NAME:** Andy Knoblock

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**COMMENT:**

I think this is a fantastic idea. I'm worried that many comments will be by people who are uneducated and have a negative knee jerk reaction without getting the full facts **(32.29D)**

**COMMENT #:** 2416  
**DATE:** 7/7/21 8:23 AM  
**SOURCE:** Website  
**NAME:** Molly McFadden

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**COMMENT:**

I am in favor of the enhanced Bus option. **(32.2.9A)** Construction of the gondola will permanently mar the pristine views in the Cottonwoods. **(32.17A)** Thank you, Molly McFadden

**COMMENT #:** 2417  
**DATE:** 7/7/21 8:47 AM  
**SOURCE:** Website  
**NAME:** Scott Sanders

---

**COMMENT:**

My recommendation is for the gondola. This option has three distinct to vantages one and operate in inclement weather to provide a second ingress or way to travel in and out of Little Cottonwood Canyon three and provides not paternity for tourism it has a little environmental impact to the canyon. **(32.2.9D)**

**COMMENT #:** 2418  
**DATE:** 7/7/21 8:48 AM  
**SOURCE:** Website  
**NAME:** Klay Anderson

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**COMMENT:**

I find the enhanced bus a better way. As an avid skier, I shudder to think about the jam the gondola would create. +1 for bus. **(32.2.9A)**

**COMMENT #:** 2419  
**DATE:** 7/7/21 8:53 AM  
**SOURCE:** Website  
**NAME:** Christopher Hygon

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**COMMENT:**

This EIS does not address the impacts of the increased canyon visitation that will be caused by the creation of a gondola. **(32.20A, 32.20B, and 32.20C)**. The creation of a gondola that is among the longest in the world traversing a dramatic canyon will undoubtedly be marketed extensively. This would be a boon for the ski areas however I do not believe that it would achieve the intent of the project to relieve traffic and congestion from the canyon. **(32.2.4A, 32.7B, and 32.7C)** I would like to see data for other gondola projects around the world in mountainous locals detailing the amount of use from sightseeing. Little Cottonwood canyon should stand on its own as an exceptional landscape that This EIS fails to evaluate several obvious solutions that could be implemented with considerably lower cost and time. **(32.17A)** Those solutions include the toll of \$20-\$30 below gate one at snowbird. I believe this toll combined with transportation hubs and increased bus services could make a large impact on the congestion without permanently altering the landscape of the canyon. **(32.2.4A, 32.7C, and 32.2.9A)** Enforcement of chains and tire restrictions is sporadic at best. Stricter enforcement of these rules would reduce wrecks and slowdowns. During my travels through the canyon, I have seen very little enforcement. **(32.2.2M)** Another option that has not been explored includes backcountry permits similar to those issued in British Columbia for Rogers Pass. This permit system would require backcountry users to complete a basic online course that presents information about the requirements for self-rescue, avalanche conditions, and road conditions. This permit would include a nominal fee that would cover its administration. Requiring users to take this course would reduce confusion, congestion, and save lives lost in avalanche fatalities. **(32.2.4A)** I strongly oppose the creation of a gondola in Little Cottonwood Canyon I believe that this it would only serve to increase traffic in the canyon while playing into the hands of special interest groups and the ski areas that stand to profit from a piece of government-funded infrastructure. **(32.2.9E , 32.2.7A, 32.20E)**



**COMMENT #:** 2420  
**DATE:** 7/7/21 9:03 AM  
**SOURCE:** Website  
**NAME:** Josh Christensen

---

**COMMENT:**

Until there is more skiable terrain (more ski resorts) the last thing this canyon needs is more people. The resorts are at full capacity, the only limiting factor to them becoming even more crowded is their limited parking. **(32.20C)** A gondola or bus service takes that away. Additionally, all this does is move the bottleneck down the canyon. **(32.7B and 32.7C)**  
If this really is about removing congestion, how about rather than moving everyone up the canyon the same direction, you figure out a way for utah valley skiers to reach snowbird via American Fork canyon and Wasatch county skiers via route 420 to 198. **(32.2.2J, 32.2.2Q, and 32.2.2N)**

**COMMENT #:** 2421  
**DATE:** 7/7/21 9:39 AM  
**SOURCE:** Email  
**NAME:** Dan Sawatzke

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**COMMENT:**

The Gondola is definitely the way to go! **(32.2.9D)**

A Gondola will add to the beauty and serenity of the canyon. Allowing more buses up the canyon will only add more noise and pollution. **(32.10A and 32.11A)**

A Gondola will add charm to the canyon and a sense of adventure to your visit of the canyon. A bus makes you feel like you never left the city.

These intangibles not only preserve the Canyon, but preserve our souls.

Lastly, the Gondolas, while more expensive, will continually be a source of pride for all Salt Lakers!

Thanks,

Dan Sawatzke

**COMMENT #:** 2422  
**DATE:** 7/7/21 9:42 AM  
**SOURCE:** Website  
**NAME:** Jake Trevino

---

**COMMENT:**

I've grown up in the salt Lake Valley and also work at Alta Ski Resort, I use little cottonwood every season of every year, and no matter how has the traffic ever gets, and no matter how many days locked out of the canyon due to avalanches, it's still always worth the wait when I get to go back up that beautiful canyon again. I can't stand the thought of huge metal towers and a cable car right in the middle of it. **(32.17A)** Humans have already had such a big impact on the cottonwood canyons, and I think it's time we let the canyons limit themselves and stop trying to fix everything. If the canyon gets full, it gets full, I don't see the need to mitigate everything. If anything I support the enhanced bus option as it preserves our canyon while hopefully deterring people from driving their car up the canyon. **(32.2.9A)**

**COMMENT #:** 2423  
**DATE:** 7/7/21 9:44 AM  
**SOURCE:** Website  
**NAME:** Kelli Davey

---

**COMMENT:**

As somebody who has lived in Utah my whole life and used the canyons most of that time I hate to see them change from their natural state. I think the dedicated bus line does the least damage while still providing access to all areas of the canyon. **(32.2.9B)**

**COMMENT #:** 2424  
**DATE:** 7/7/21 9:45 AM  
**SOURCE:** Website  
**NAME:** Catherine Miller

---

**COMMENT:**

I think the Gondola option is best because it would make less pollution in the watershed, cause the least disturbance and fewest permanent changes to the canyon. **(32.2.9A, 32.12A, and 32.13A)**

**COMMENT #:** 2425  
**DATE:** 7/7/21 9:46 AM  
**SOURCE:** Website  
**NAME:** Robert McKinnie

---

**COMMENT:**

A tram does nothing to improve my access from SLC to ski areas. **(32.7C)** It only subsidizes ski resorts and airlines who bring skiers from outside the area to reside in the resorts. **(32.2.7A)**

**COMMENT #:** 2426  
**DATE:** 7/7/21 9:46 AM  
**SOURCE:** Website  
**NAME:** Mark Decker

---

**COMMENT:**

Please consider limiting the amount of ski passes sold or people allowed to access the canyons instead of creating an opportunity to move more people through the canyons. **(32.2.2K)** Although the demand is there and the ski resorts can handle the additional people, the canyon access can not. The resorts are overselling their capabilities to host more customers as they are not properly considering access to their resorts. It is cost prohibitive and unnecessary for the State and community to accommodate this oversell. **(32.1.2B)** Please review who is asking for this change. I request that the Little Cottonwood Canyon EIS management team provide a survey asking the users of the canyons (local and non-local) if they want this additional access. **(32.2.9N)** If they do not want this additional access, could another option be to limit the amount of people allow up the canyon based on the canyon capacity, not the resort capacity? **(32.20B)**

**COMMENT #:** 2427  
**DATE:** 7/7/21 10:00 AM  
**SOURCE:** Website  
**NAME:** Suzanne Marelius

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**COMMENT:**

I prefer the bus alternative to the gondola which has big limitations in where it goes and will be ugly and harmful to the canyon when built. **(32.17A)** Buses are versatile and adaptable. We are not Switzerland! No gondola. **(32.29E)** The canyon is narrow and buses work fine. **(32.2.9A)**



**COMMENT #:** 2428  
**DATE:** 7/7/21 10:09 AM  
**SOURCE:** Website  
**NAME:** Ben Neilson

---

**COMMENT:**

As an avid all seasons Little Cottonwood recreation Im strongly against the Gondola. **(32.2.9E)** Please consider the sever irreversible damage the Gondola will have on the canyon. This canyon offers a secluded nature experience to hikers, climbers, bikers, and skiers, that will be severely impacted by 200+' towers lining the inside of the canyon. **(32.17A)** One of the many reasons I moved to Salt Lake City 6 years ago was easy access to non-industrialized nature access. Please do NOT put a Gondola here! I would much rather have a bus. **(32.2.9A)**

**COMMENT #:** 2429  
**DATE:** 7/7/21 10:09 AM  
**SOURCE:** Website  
**NAME:** Carol Swenson

---

**COMMENT:**

The very best method to improve transportation, while preserving the wilderness character and natural habitat of the canyons, is to implement a reliable, affordable, and efficient shuttle system using vans and buses. **(32.2.9A)** The shuttle system should be operational year round, but would need to have higher capacity during peak use periods. **(32.2.9A)** For the shuttle system to be successful, additional park and ride lots need to be developed. These lots would need be developed throughout the Salt Lake Valley, NOT just at the mouth of the canyons. **(32.2.2I)**  
NO gondola! It is destructive to the environment and will not solve our full transportation problem. It is a short-sighted solution! **(32.2.9E)**

**COMMENT #:** 2430  
**DATE:** 7/7/21 10:12 AM  
**SOURCE:** Website  
**NAME:** Jerry Roane

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**COMMENT:**

TriTrack dual mode EVs that roll on elevated guideway would be less than half the cost of the lowest cost choice and move people at high speed to the fun. Being a rigid structure wind will not shut it down. Linear motor launch keeps the onboard motors small and lower cost. Once at the end you unhook and drive to the door of your heated cabin. **(32.2.2A)**

**COMMENT #:** 2431  
**DATE:** 7/7/21 10:16 AM  
**SOURCE:** Website  
**NAME:** Brian Ann Homer

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**COMMENT:**

I fully support the gondola option for skiers. I also think enhanced bus service would be helpful, especially for people who need access to other areas. **(32.2.9D)**

**COMMENT #:** 2432  
**DATE:** 7/7/21 10:17 AM  
**SOURCE:** Website  
**NAME:** Charlie Barron

---

**COMMENT:**

Please do not put a gondola in LCC (32.2.9E)

**COMMENT #:** 2433  
**DATE:** 7/7/21 10:23 AM  
**SOURCE:** Website  
**NAME:** Blake Cardwell

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**COMMENT:**

For sure a gondola system would be the best solution over more buss traffic. **(32.2.9D)**

**COMMENT #:** 2434  
**DATE:** 7/7/21 10:24 AM  
**SOURCE:** Website  
**NAME:** strom huber

---

**COMMENT:**

I'm for gondola b it seems a good alternative to the overcrowding of the lots in the ski resorts, and canyon traffic. **(32.2.9D)**

**COMMENT #:** 2435  
**DATE:** 7/7/21 10:42 AM  
**SOURCE:** Website  
**NAME:** Mike May

---

**COMMENT:**

As an avid LCC and BCC user for the last 30 years, I do not argue we need to find a better solution. I support the bus idea if and only if we can find better parking. **(32.2.9A and 32.2.6.2.1C)**. I am unclear as to if the current bus solution involves scaling up all parking options as they stand now. While a gondola is cool, I don't agree with the land use precedent it will set. I also believe it will tarnish the beauty and view that LCC currently has. **(32.17A)**



**COMMENT #:** 2436  
**DATE:** 7/7/21 10:44 AM  
**SOURCE:** Website  
**NAME:** Matthew Hoffman

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**COMMENT:**

The gondola option makes the most sense to me. **(32.2.9D)** I would couple that with tolls as well to discourage the growth of new cars entering the canyon. **(32.2.4A)** All over Europe and other countries gondolas and trams are used to discourage driving or make driving impossible all together. Widening the road actually exacerbates the existing problem of traffic, pollution, slide-offs and delays. **(32.7C)** If the road is widened and no tolls are instituted, more and more cars will continue to travel up canyon as population grows. **(32.2.4A)** The only way to guarantee access during snow storms and after slide offs will be via gondola, not bus lanes. Widening the road and building snow sheds will be ugly and impactful to the ecosystem. **(32.12B and 32.13B)** I would offer a gondola mid station half way up the canyon for users other than skiers allowing them to access trailheads and such. **(32.2.6.5G)** Please do NOT widen the road, allowing even more traffic, build massive snow sheds and more parking. **(32.2.9C)** That would make the existing problem worse over time.

**COMMENT #:** 2437  
**DATE:** 7/7/21 10:44 AM  
**SOURCE:** Website  
**NAME:** Matt Hamblin

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**COMMENT:**

I support the gondola idea for transportation in little cottonwood canyon **(32.2.9D)**

**COMMENT #:** 2438  
**DATE:** 7/7/21 10:45 AM  
**SOURCE:** Website  
**NAME:** Kathy howell

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**COMMENT:**

It looks like you have some very good ideas.

1. Tolling is great idea, the traffic needs to be limited, this will help somewhat. **(32.2.4A)**.
  2. Increasing the number of transit hubs seems very sensible. Busses are of course the most sensible solution as they are scalable as the demand increases or wanes through the ski season. Obviously, there will be some ski seasons in the future that may have very little demand as the weather is now very unpredictable. **(32.2.6.3D)**
  3. Increasing the width of Wasatch Boulevard, why? The idea is to have less traffic in the canyon, not increase the traffic. Decrease the speed limit between the base of LCC and Fort Union. I have always thought it idiotic to increase the speed from 35 to 50 as soon as a car leaves the canyon. Every time I ski Alta, it makes me crazy when the cars start to climb up my bumper as soon as the canyon entrance is near. **(32.2.6.2A)**
  3. Gondola, I think who ever had this idea must be a very young engineer, with a background in land development. Ask yourselves, are you trying to save the canyon, or, are you trying to create a Disneyland of our beautiful canyons. The gondola is there long after the mountains stop receiving snow in 15 years as predicted. **(32.1.2B and 32.2.2E)** If you put a gondola in LCC, you have stolen nature from all the people who love the beauty of the canyon. **(32.17A)** STOP thinking about this nonsense, find the guy who thought this up and fire him.
  5. Again, I completely approve of charging at the base, yes, charge a toll, I would gladly pay. **(32.2.4A)**
  6. I have heard people in meetings say someone is taking a bribe to develop the LaCaille Gondola, that is not the way to run UDOT, causing the public to believe someone in a state run department is accused of accepting bribes. I've heard this thought expressed at every meeting about the canyon transportation problem I have attended **(32.2.2X)**
- You cannot predict the weather in the future, so you have no idea what the demand to go up the canyons in future winters will be. Gondola's and the GSL pumps, both land in the same sentence of useless ideas thought up by some young and green engineer.

**COMMENT #:** 2439  
**DATE:** 7/7/21 10:45 AM  
**SOURCE:** Website  
**NAME:** Bruce Plenk

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**COMMENT:**

Please adopt the bus option but with the following changes: electric bus only (no diesel, no CNG) and no cars on all summer and winter weekends, winter holidays and designated "exceptional ski days-bluebird days" (except for resort employees who get free bus passes and could always drive);**(32.2.6.3F and 32.2.2B "on demand" stops for cross country skiers and hikers on downhill run of bus at any location in canyon; (32.2.6.3C)** designated bus lane; maximum winter passenger capacity on bus only days determined by maximum reasonable skier/hiker numbers set by Forest Service. Bus service every 20 minutes between 8-10 am and 3-5 pm, less in midday. **(32.2.9B)**  
Thanks

**COMMENT #:** 2440  
**DATE:** 7/7/21 11:01 AM  
**SOURCE:** Website  
**NAME:** Jesse Seastrand

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**COMMENT:**

I want to show my support for the Gondola "B" (from La Caille) option for Little Cottonwood Canyon. I think this option will provide the best method of transportation, that will be the least impacted by avalanches, and other weather events. This option is preferred because it is unique in nature and can provide a unique and interesting way to ride to the top. In my mind this option will be the least expensive in the long run, and reduce the overall operating and maintenance expenses. Please choose this option to help preserve and protect our canyons. Thanks! **(32.2.9D)**

**COMMENT #:** 2441  
**DATE:** 7/7/21 11:06 AM  
**SOURCE:** Website  
**NAME:** Andrew McLean

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**COMMENT:**

I am strongly opposed to the idea of putting in a gondola up LCC. **(32.2.9E)** The proponents of this idea often cite similar gondolas in Europe, but there are many major differences. In places like Verbier and Courcheval, the gondolas short-cut miles of twisty, narrow roads, run all year around, operate from early in the morning through late at night, and are paid for by the towns themselves. They are also free to use. In contrast, the proposed LCC gondola would parallel an existing road and thus be slower than driving in all but traffic jam conditions. I've also heard of a proposed \$37 charge, which is a total non-starter for families (\$148 for a family of four..??!). **(32.2.4A)** Even in the best of circumstances, with parking, walking to the tram, buying a ticket, loading/unloading, etc., the tram is going to be slower in almost all cases. **(32.2.6.50)** On top of all of this, the private, for-profit companies of Alta and Snowbird will be the major benefactors of a gondola with increased skiers, but the cost of installing the tram will be paid for by the tax payers of Utah. **(32.2.7A)** I also can't imagine that the tram would reliably run in the summer for anything other than the occasional tourist. On top of all of this, the tram would leave an indelible scar on the canyon. **(32.17A)**

**COMMENT #:** 2442  
**DATE:** 7/7/21 11:23 AM  
**SOURCE:** Website  
**NAME:** Jeff Sorenson

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**COMMENT:**

As an avid skier, hiker, patron of both Snowbird and Alta for over 25 years, and lifelong public land user, I would like to voice my strong opposition to the Gondola B solution. **(32.2.9E)** Based on the Draft EIS, it's apparent that the gondola would do little to alleviate traffic and congestion in the canyon during peak periods, and it would also have a major impact on the aesthetics and natural environment year round. **(32.7B, 32.7C, 32.17A, and 32.13A)** Given that the infrastructure is partially in place to accommodate the enhanced bus service solution, that is clearly the most viable and cost-effective solution being proposed at this time. **(32.2.7A)** I would also suggest that if traffic to the ski resorts is putting undue harm and stress on the canyon and public infrastructure, then those resorts should set a limit on user capacity by only selling a limited amount of lift tickets per day--especially during peak travel weekends. **(32.2.2K)** Several resorts in the area are already using this system (Sundance, Powder Mountain, PCMR), so it is absolutely absurd that the public should be left to foot the bill for a gondola that would only serve to satiate the unfettered greed of Alta and Snowbird. **(32.2.7A)**

**COMMENT #:** 2443  
**DATE:** 7/7/21 11:25 AM  
**SOURCE:** Website  
**NAME:** Josh Allred

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**COMMENT:**

I don't like any of the options. Road expansion is going to really hurt the bouldering. **(32.2.9G and 32.4A)**

WE ARE NOT IN A SITUATION OF NO CHOICE JUST NO EASY CHOICES LEFT TO MAKE.

What I don't like is resorts/UDOT make it feel like this is it, only two bad options here. If you take a step back there are way more degrees of freedom.

Just some examples:

- 1) Does anyone know if resorts are capped on how many tickets they can sell one day? Maybe the simplest answer is to cap users in the canyon. Pow is gone by 11 am at resorts. **(32.2.2K)**
  - 2) Vehicles with one rider pay for parking to incentivize carpooling. **(32.2.4A)**
  - 3) Out-of-state riders paying for parking or contributing to a fund that goes to helping with infrastructure. Maybe work with rental companies and airlines on something. **(32.2.4A)**
  - 4) Expand the sticker program. Introduce new legislation about types of vehicles allowed and allow UDOT to put the 4WD and chains required in effect ANTICIPATING that a storm is coming. **(32.2.2M)**
  - 5) Why are resorts allowed to keep the profits for parking-particularly at Grizzly? Taxpayers maintain the roads for people to use the resorts. We should be working together here. People want the resorts and they want to make money **(32.2.7A)**.
  - 6) Resorts have too much conflict of interests. I'm pretty tired of pretending resorts are working to help riders. When a few are benefiting millions of dollars that may or may not even live in the state (ie Vail). **(32.2.7A)**
  - 7) Skiing and snowboarding are still not inclusive sports. And this just furthers the barrier of entry. Getting on the slopes for the first time is already stressful enough add in all the hoops to just get your ticket and park is another level for some groups.
  - 8) It's a slippery slope. LCC lost its "purity" long before I showed up.
  - 9) Many people use the canyons, not just resort riders. Backcountry skiing, climbers, hikers, bird watchers, photographers, bikers...why is the priority to keep resort people happy? **(32.2.7A, 32.7B, and 32.7C)**
  - 10) Is there any way to address van lifers coming to ski a couple of runs at lunch then parking at the rest of the day? **(32.2.9D)**
  - 11) It's been talked about moving two lanes in one direction. I understand it's easier said than done but why not try it? **(32.2.2D)**
  - 12) Avy control. We went a long time with taking the risk perhaps we have become too cautious? The slides they generate are incredible. Is it possible to open up sooner? I don't know. I know they work hard to keep us safe. I'm grateful. Is this a process that can be streamlined for them to become more efficient? **(32.2.9K)**
  - 12) Love UDOT trying to get info out. Keep it up. What else can be done?
  - 13) Parking at the mouth of canyons is limited. What are we doing to accommodate so others can carpool? It's stressful to find parking just to carpool **(32.2.6.2.1C and 32.2.4A)**
  - 13) Clearly parking expansion is needed in LCC. White pine is nuts even in the summer. And there are more ideas. Not everything here needs to be implemented but why are we talking about projects costing millions of dollars and not looking at solutions that cost nothing. **(32.2.6.2.4A)**
- Why can't we just ban the ICON pass? **(32.2.2K)**



**COMMENT #:** 2444  
**DATE:** 7/7/21 11:49 AM  
**SOURCE:** Website  
**NAME:** Cole Price

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**COMMENT:**

I support the little cottonwood gondola and think it is much more efficient than the bus plan. **(32.2.9D)**

**COMMENT #:** 2445  
**DATE:** 7/7/21 11:57 AM  
**SOURCE:** Email  
**NAME:** Matt Swaim

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**COMMENT:**

Hi UDOT,

As a Sandy resident, I would like to submit a comment in opposition to the gondola option in Little Cottonwood. **(32.2.9E)** I believe that a bus lane is a much more appropriate solution. This could be directional based on the time of day. Of course parking at the mouth would need to be expanded. **(32.2.9B, 32.2.2D, and 32.2.6.2.1C)** However, this would be true for the gondola option as well.

I believe that LCC is the most beautiful of all our canyons and I would hate to spoil that beauty to accommodate a sport that only dominates canyon use for a quarter of the year. **(32.17A)** I say that as an avid backcountry skier and Ikon pass holder. Looking across the valley at the enormous mine that spoils our views, I hope you can understand my point.

Thank you,  
Matt Swaim

**COMMENT #:** 2446  
**DATE:** 7/7/21 11:58 AM  
**SOURCE:** Website  
**NAME:** Adam Comey

---

**COMMENT:**

Long term the gondola makes the most sense. we need to think beyond cars and bigger, wider roadways. **(32.2.9D)**

**COMMENT #:** 2447  
**DATE:** 7/7/21 11:59 AM  
**SOURCE:** Website  
**NAME:** Steve Boccagno

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**COMMENT:**

I ski over 100 days at Alta each season. I ride the bus if I don't carpool or hitchhike. It is extremely frustrating to have to ride through all of the bus stops In the parking lots at Snowbird. Many of my ski friends would ride the bus if there was a direct route to Alta But currently do not due to all of the stops at Snowbird. I see this in your proposal and truly hope that you examine this closely. **(32.2.6.3A)**

**COMMENT #:** 2448  
**DATE:** 7/7/21 12:26 PM  
**SOURCE:** Website  
**NAME:** Alisha Norman

---

**COMMENT:**

Love this idea! My family of 4 skis regularly and we're behind any initiative that keeps us from sitting in traffic for hours. We have 2 little kids and riding the bus or arriving hours before the lifts open just isn't an option for us. Hoping this will be cost effective so it becomes a realistic alternative to the car!  
**(32.29D)**

**COMMENT #:** 2449  
**DATE:** 7/7/21 1:14 PM  
**SOURCE:** Email  
**NAME:** Madeline Voloshin

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**COMMENT:**

Hello,

My name is Madeline Voloshin and I am a local here in SLC. As an avid rock climber, the two proposed alternatives stated in the Environmental Impact statement are detrimental to the climbing in Little Cottonwood Canyon. **(32.4A and 32.4B)**

The canyon is used for many other outdoor activities YEAR ROUND and its use extends beyond the ski areas at the top of the canyon. The proposed alternatives could potentially destroy over 110 boulder problems, some of which have been historically important to the growth and development of the sport. As a member of the community, I am requesting an extension of the formal commenting period from 45 to 60 days in order to fully address and understand the impacts these transportation alternatives will have on the canyon. **(32.29A)**

Regards,

Madeline Voloshin

**COMMENT #:** 2450  
**DATE:** 7/7/21 1:27 PM  
**SOURCE:** Website  
**NAME:** Logan Julian

---

**COMMENT:**

Hello,

I want to express my concern for the way the information is being presented. It seems the resorts, Alta and Snowbird, are trying to push everyone in to the gondola idea. I think this is a terrible way to go. **(32.2.9E)** This only benefits them without having stops along the way to and from. What is the best way to access the public lands between the mouth of the canyon and Snowbird? **(32.2.6.5G)** There isn't with the gondola option and for that reason I am very against a gondola. I believe an improved bus service is the best way to go. There are multiple stops for recreators to get on and off the bus. **(32.2.6.3C)** The building of a gondola towers will also jeopardize the water shed that we all depend on in the valley for what, increased revenue/profit for the two ski areas? **(32.12A and 32.2.7A)** Besides the water shed issue, you have the simple eye sore that will have when looking down the beautiful LCC. **(32.17A)** Snowbird has already created a giant eyesore in our wasatch with their building on top of hidden peak. Please do not create another eye sore for a for profit company. The bus system, while not perfect will get people up and down the canyon during a non pandemic time with efficiency. **(32.2.7A)**

Thanks,  
Logan

**COMMENT #:** 2451  
**DATE:** 7/7/21 1:31 PM  
**SOURCE:** Website  
**NAME:** Mary Ellen Navas

---

**COMMENT:**

My #1 AND #2 choice is enhanced bus service. Enhanced Bus Service in Peak-Period Shoulder Lane as the alternative that best improves mobility **(32.2.9B)**



**COMMENT #:** 2452  
**DATE:** 7/7/21 1:37 PM  
**SOURCE:** Website  
**NAME:** Elizabeth King

---

**COMMENT:**

UDOT (Utah Department of Transportation) is destroying our neighborhood and the environment, with federal money. **(32.2.7A)** UDOT must consider the demands of the community and the needs of the environment. **(32.29G)** On May 22nd, over 680 people gathered in Cottonwood Heights at the "Save Not Pave Rally" to protest UDOT's expansion of Wasatch Blvd and Save not Pave is only one of many groups working to protect our canyon. Despite being informed of the rally and invited to attend, UDOT sent no one. **(32.29O)** Utah has a population of about 2.9 million, approximately 80% of whom live along the Wasatch Front. Residents of Cottonwood Heights and Sandy proposed tunnels, planted cement or metal archways to mitigate sound and pollution. **(32.2..2DD, 32.11B, and 32.2.2C)** We designed planted roadways and planted medians. We requested noise enforcement and speed reduction. Which of our proposals did they include? NONE! No, our city and UDOT are in debt to big developers. They are lining their pockets and destroying our neighborhood and canyon. **(32.2.6.2.2A and 32.2.7A)** There are currently petitions to extend the comment period, but local government and UDOT have been completely unresponsive to our demands. **(32.29A)** I have corresponded with our Mayor, Mike Peterson as well as council people Christine Mikell, who was too busy with summer weddings to meet). I met with City Manager, Tim Tingey. He said everything is decided by was all up to Governor Cox and Carlos Braceros of UDOT. Plans were released last Friday. They are completely unacceptable. **(32.2.9G)**

**COMMENT #:** 2453  
**DATE:** 7/7/21 1:43 PM  
**SOURCE:** Email  
**NAME:** Elizabeth King

---

**COMMENT:**

UDOT (Utah Department of Transportation) is destroying our neighborhood and the environment, with federal money. **(32.2.7A)**

UDOT must consider the demands of the community and the needs of the environment. **(32.29G)**

On May 22nd, over 680 people gathered in Cottonwood Heights at the "Save Not Pave Rally" to protest UDOT's expansion of Wasatch Blvd and Save not Pave is only one of many groups working to protect our canyon. Despite being informed of the rally and invited to attend, UDOT sent no one.

**(32.29O)**

Utah has a population of about 2.9 million, approximately 80% of whom live along the Wasatch Front. Residents of Cottonwood Heights and Sandy proposed tunnels, planted cement or metal archways to mitigate sound and pollution. **(32.2.2DD, 32.11B and 32.2.2C)** We designed planted roadways and planted medians. We requested noise enforcement and speed reduction. Which of our proposals did they include? NONE! No, our city and UDOT are in debt to big developers. They are lining their pockets and destroying our neighborhood and canyon. **(32.2.6.2.2A and 32.2.7A)**

There are currently petitions to extend the comment period, but local government and UDOT have been completely unresponsive to our demands. **(32.29A)**

I have corresponded with our Mayor, Mike Peterson as well as council people Christine Mikell, who was too busy with summer weddings to meet). I met with City Manager, Tim Tingey. He said everything is decided by was all up to Governor Cox and Carlos Braceros of UDOT.

Plans were released last Friday.

They are completely unacceptable. **(32.2.9G)**

I am reaching out to Secretary of Transportation Pete Buttigieg. Perhaps he cares more about his reputation than lining his pockets as you all seem to.

We need fewer Cox in government.

E.E. King

**COMMENT #:** 2454  
**DATE:** 7/7/21 1:59 PM  
**SOURCE:** Website  
**NAME:** William McGowan

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**COMMENT:**

I am against the gondola with the proposed station at the base of lcc. **(32.2.9E)** On powder days traffic is congested well before the base of the canyon. **(32.2.6.2.2A)** In fact once you get into the canyon I feel like the traffic moves at a reasonable rate. **(32.7C)** Adding a lot at the base will only add to the congestion of cars trying to get to the base of the canyon. **(32.2.6.5E)**

**COMMENT #:** 2455  
**DATE:** 7/7/21 2:07 PM  
**SOURCE:** Website  
**NAME:** Joseph Daily

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**COMMENT:**

I still like the tram! (32.2.9D)

**COMMENT #:** 2456  
**DATE:** 7/7/21 2:14 PM  
**SOURCE:** Website  
**NAME:** Michael Braun

---

**COMMENT:**

An Aerial Tram will not enhance or improve mobility or safety. **(32.2.9E, 32.2.6.5K, and 32.7C)** A Tram will be bypassed by most out of state visitors. They will arrive at airport, get a car, drive to the resorts and will only ride the tram as a Disneyland ride; just to do it. **(32.2.4A)**

Locals will not use it. **(32.2.4A)**

The visual impact of the TRAM will destroy the Canyon. **(32.17A)**

UDOT and UT should make all other improvements integral to enhanced bus and lanes, then study such for several years. **(32.2.9B)**

We have 10-15 days per year of heavy snow and avalanches. **(32.1.4D)** \$600 million to be paid by taxpayers is overboard. **(32.2.7A)**

The residents of Granite, Sandy and Cottonwood Heights do not desire to have the mouth of LCC commercialized. McCandless and Neiderhouser are development mongers. Save open land. No hotels, no large parking structures, no tram/no tram station.

**COMMENT #:** 2457  
**DATE:** 7/7/21 2:23 PM  
**SOURCE:** Website  
**NAME:** Aaron Dekeyzer

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**COMMENT:**

The residents of the valley have made their voice loud and clear: we do not want road widening (Wasatch Blvd., Highland Drive extension, Vine Street, Sego Lily, 600 North, etc.), we do not want a gondola, and we do not want additional parking garages in the foothills. **(32.2.9E and 32.2.9L)** We want transit options, walkable and bikeable communities, neighborhood ingress/egress, safe speeds by design, and clean air. **(32.2.6.2.2A and 32.10A)**

Express bussing is the better option, but I am still concerned about the effects of widening the canyon road.

It would be in the public interest to first try various tolling options, restricted timed access, bus only timeframes, enforcement of sticker programs, better enforced restrictions on vehicles not properly equipped to drive in the canyon, etc., all before spending half a billion dollars in taxpayer monies on a project that alleviates traffic 10-20 days per year. **(32.1.4D, 32.2.4A, 32.2.2Y, 32.2.2M, and 32.2.4A)**

The long-term viability of the gondola is also a concern as we grapple with a changing climate.

**(32.2.2E)** As you know, the Great Salt Lake is at an all-time low and our snowpack has been dismal in recent years. To spend this much money on a gondola that only serves the ski resorts, without regard for the potential benefits for summer use in other areas of the canyon, is short-sighted. **(32.2.7A and 32.2.6.5G)**

Many residents share the sentiment that if the gondola is only going to serve the resorts, that it should be paid for by them. **(32.2.7A)**

Any option that includes the construction of a parking garage in the mouth of the canyon is unacceptable. **(32.2.6.2.1C and 32.2.6.5D)** The city of Cottonwood Heights had planned for a transit hub at the gravel pit for years, and I'm still unclear as to why UDOT has changed the location of both the garage and the gondola to the LaCaille property. **(32.2.2X)** CH Councilmember Mikell and Mayor Peterson said that they were "surprised when we learned that the gondola hub wouldn't be at the lot on the north side of LCC." This disconnect is another unacceptable aspect of the project. A parking garage at the mouth of the canyon literally does the opposite of what is needed: it directs traffic to the problem area. Instead, we should utilize abandoned parking areas throughout the valley (Sandy Shopko) and combine them with express bus service. **(32.2.2I)**

Also unacceptable is that at the beginning of this project a canyon capacity study was not done. This would have provided such valuable information, but clearly nobody is interested in the quality of the ski experience that could be improved with such data. **(32.20B)** I have seen numerous comments online that call for the discontinuation of the IKON pass, as it is perceived to be a leading driver of our canyon congestion. **(32.2.2K)** While I do not know much about this, it shows that there are other alternatives to consider before spending hundreds of millions in taxpayer dollars to benefit tourists while diminishing the local experience and quality of life. **(32.4F)**

It is also completely unacceptable that UDOT continues to not require zip codes in this EIS Comment Form. **(32.29P)**

My zip is 84092.

I genuinely hope that you listen to local residents, prioritize thoughtful comments, and work toward a forward-thinking solution that recognizes the impending changes to mobility and can be seamlessly integrated into a larger regional transit network.

Aaron Dekeyzer

Co-Director SaveNotPave

Candidate for Sandy City Council At-Large

**COMMENT #:** 2458  
**DATE:** 7/7/21 2:52 PM  
**SOURCE:** Website  
**NAME:** Andrew Michalik

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**COMMENT:**

I support the gondola proposal as it will be a more sustainable option and reduce traffic in the canyons. I also fully support creating the Superior peak conservation land, and wish for more land to be conserved in Little Cottonwood Canyon **(32.2.9D and 32.29F)**

**COMMENT #:** 2459  
**DATE:** 7/7/21 3:03 PM  
**SOURCE:** Website  
**NAME:** Benjamin McIntosh

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**COMMENT:**

Please consider the impacts that these plans would have on the local climbing community. The Salt Lake Climbers Alliance has done an analysis on the impact of your plans on the climbing area in Little Cottonwood Canyon. I have spent many hours at some of these boulders and would be pretty disappointed if, in the name of improvement, they were removed from the canyon. Thanks for taking the time to go over these comments and I hope you understand the impact you would have on all members of the surrounding communities. **(32.4A and 32.4B)**

Thanks again,  
-Ben



**COMMENT #:** 2460  
**DATE:** 7/7/21 3:23 PM  
**SOURCE:** Website  
**NAME:** Paul Hooper

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**COMMENT:**

Add another lane, 2 lanes going up one down in the morning and just the opposite in the afternoon. Increase the buses. **(32.2.2D)** No single passenger autos. No 40 minute gondola please! Be an eyesore! **(32.2.9E and 32.17A)**

**COMMENT #:** 2461  
**DATE:** 7/7/21 3:36 PM  
**SOURCE:** Website  
**NAME:** James Carlisle

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**COMMENT:**

I much prefer the expanded bus service and want very much to encourage the use of EV buses! Diesel buses are a big short sighted mistake. **(32.2.7A and 32.2.6.3F)**

**COMMENT #:** 2462  
**DATE:** 7/7/21 4:12 PM  
**SOURCE:** Website  
**NAME:** Anne Evans

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**COMMENT:**

I Really feel that increased bus services should be considered first. Maybe a dedicated bus Lane, so buses would have priority before money is spent on the Gondola. As a local I don't want to be spending 45min getting to the ski areas or having to pay every time to ride! **(32.2.9B and 32.2.4A)**

**COMMENT #:** 2463  
**DATE:** 7/7/21 4:17 PM  
**SOURCE:** Website  
**NAME:** Tolford Young

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**COMMENT:**

PLEASE! Spend our money wisely! But ASAP...

First: implement a tolling system for access to the LCC roadway (whatever its number is) and push UTA into the bus option; (be careful with adding the "bus lanes" in the Canyon!), while simultaneously restricting UTA and trucking companies to use only electric buses & trucks in the canyons (to reduce pollution, obviously); **(32.2.9B and 32.2.6.3E)**

2nd: develop the Cottonwood Heights "Gravel Pit" project with emphasis on parking; **(32.2.6.2.1C)**

3rd: change the LCC road ID from U-210 to U-209 & redirecting U-210 to follow Wasatch Blvd. southward into Draper; AND ... **(32.2.9Q)**

4th: develop the U-210/Wasatch Blvd. arterial highway southward from Cottonwood Heights to the intersection with the southern portion of Highland Drive in Draper, while simultaneously extending the Highland Drive arterial southward from 9800 S in Sandy. Two eastside north/south arterials are better than one - just like over on the "other" side of "The Valley." **(32.2.2CC)**

Please keep the LaCaille - Alta gondola option open for future consideration.

**COMMENT #:** 2464  
**DATE:** 7/7/21 4:23 PM  
**SOURCE:** Website  
**NAME:** Sterling Warnick

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**COMMENT:**

I believe that the gondola will not serve little cottonwood canyon or the people that enjoy it. **(32.2.9D)** I and many others believe that the canyon is already crowded as is, and a gondola would add to the crowds of people. Little cottonwood seems it has already reached its capacity of people that can be there at one time even with the current road. **(32.20A, 30.20B, and 32.20C)**. The gondola will only serve access to the two privately owned ski resorts. I would like to see a bus only lane to serve all general public. That way there can be more access to all areas of the canyon including more stops for back country skiing, camping, hiking, or sight seeing. With no gondola more of the canyon can be preserved in its natural state. **(32.2.9B and 32.2.6.3C)**

I feel this is a turning point for little cotton wood. Do we want to implement solutions that mainly benefit for profit ski areas. **(32.2.7A)** I feel most people and locals would much rather implement solutions that benefit the canyon and it's natural beauty and more recreation than resort skiing. I believe the natural beauty of this canyon is being somewhat over looked here with a gondola when we have other options **(32.17A)** The alternative of a covered road is a great idea for a way to really preserve the beauty and nature of the canyon. I believe we need to protect the little undeveloped nature we have left. I believe we have solutions with the already existing road, busses, and the ability to cover these roads for even more reliable access. Thanks for allowing the opportunity to comment.

**COMMENT #:** 2465  
**DATE:** 7/7/21 4:49 PM  
**SOURCE:** Website  
**NAME:** Terry Terranova

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**COMMENT:**

Who is going to pay? Snowbird? Alta? Udot? Taxpayers? Most local taxpayers could not afford the ticket to ride let alone rising lift tickets. **!!(32.2.4A and 32.2.7A)**

**COMMENT #:** 2466  
**DATE:** 7/7/21 5:21 PM  
**SOURCE:** Website  
**NAME:** Paige Bigelow

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**COMMENT:**

I am concerned that gondolas will not adequately solve the traffic issue and address everyones needs. Buses are a simpler, and more effective solution **(32.7B, 32.7C, and 32.2.9A)**

**COMMENT #:** 2467  
**DATE:** 7/7/21 5:34 PM  
**SOURCE:** Website  
**NAME:** Spencer Reynolds

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**COMMENT:**

Please do enhanced bus service, it provides faster service, has lower up front cost, and doesn't stick an ugly tram up the canyon. Plus if it works well, maybe there's hope for BCC. **(32.2.9A)**



**COMMENT #:** 2468  
**DATE:** 7/7/21 5:34 PM  
**SOURCE:** Website  
**NAME:** Jackie Baker

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**COMMENT:**

As this project and as the usage of both Big and Little Cottonwood Canyons evolve, this plan is beginning to feel more and more shortsighted. I absolutely support finding new solutions to the traffic issues encountered in Little Cottonwood Canyon, but these issues must be solved in both the summer and winter, and must not overlook Wasatch Blvd and Big Cottonwood Canyon. **(32.1.2B and 32.1.1A)** While I love a good European town to resort tram or gondola, this solution is seeming less and less practical for Little Cottonwood Canyon.

It's not the "look" of the canyon I worry about with its construction, but the reduction of access to the various trails, campsites, and recreational assets that make Little Cottonwood such a gem of a resource. How will the gondola bases affect the ability to hike, camp at Tanners, ride bikes, or climb? **(32.2.4A)** Will there be stop offs at White Pine, Tanners, and other destinations? **(32.2.6.3C and 32.2.6.5G)**

Will more traffic be pushed into Big Cottonwood because people "don't want to deal" with the gondola? Then, what is the plan for Big Cottonwood? **(32.20D)**

Is a 2nd gondola in the works for Big, which has seen increasing traffic and accidents as of late? **(32.2.2Q)**

Could these lifts connect to Park City and further reduce commuter traffic and increase accessibility? **(32.2.2N)** That probably looks too much like interconnect, but why not plan for that now, when the completion of this project is already so far in the future?

I think the ideal solution is starting with bus plan. Ramp that up over the years, increase fees for parking to pay for more buses and transportation options for employees. This will also incentivize bus riding.

**32.2.6.3D)** Make riding the bus easy, because it should be easy! Increase service for BOTH canyons.

Get people used to parking their cars. Everyone's opposed to any change, so ease them into it!

I know busses don't fix the avy issues, and perhaps some shelters do need to be built. I'm not at all opposed to that. In a year like this one, they probably wouldn't have been placed in the right spots. And canyon closures may still be a reality. But, removing all the bald-tired dummdums will also keep the busses flowing and the road open more often as plows can do a better job of clearing when the traffic isn't bumper to bumper. **(32.2.2M)**

It would be also ideal if any extra road widening came with removable bollards for creating uphill/downhill/or bike-specific lanes when needed.

Think about summer. Think about Big Cottonwood solutions. Think about when Park City has even less snow.

**COMMENT #:** 2469  
**DATE:** 7/7/21 5:41 PM  
**SOURCE:** Website  
**NAME:** Tj Homan

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**COMMENT:**

No gondola! I think a gondola in little cottonwood canyon only serves to benefit snow bird and Alta at the expense of the tax payer. A gondola would not provide the public with access to the many trail heads and back country access of little cottonwood and would ruin the view of the canyon. **(32.2.9E, 32.2.7A, and 32.17A)**

**COMMENT #:** 2470  
**DATE:** 7/7/21 5:45 PM  
**SOURCE:** Website  
**NAME:** Brianne Hamilton

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**COMMENT:**

The bus routes seem like a much more continual flow option. **(32.2.7A)** The gondola doesn't allow for more gondolas to be added during peak times, whereas busses and schedules could be more easily adjusted to meet the increased flow during peak times. **(32.2.6.5N)** Busses could also be used to stop at other points besides Snowbird and Alta. E.g. climbing routes. **(32.2.6.3C)** The bus route also has a lower impact on the beauty of the canyon. **(32.17A and 32.17B)** Photos taken of the canyon won't have a cable and cars.

**COMMENT #:** 2471  
**DATE:** 7/7/21 5:53 PM  
**SOURCE:** Website  
**NAME:** Beth Tronstein

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**COMMENT:**

The gondola is a horrible idea for our canyon. **(32.2.9E)** It will not solve the problem of limited capacity at the ski areas. **(32.2.2K)** It will not carry enough passengers to ease the traffic congestion and will hurt environmentally sensitive areas. **(32.7B and 32.7C)** Increased buses and getting rid of the ikon pass are the only ways to help the canyon at this point. **(32.2.2K)** The ski area does not have enough capacity as it is and the gondola will not help. **(32.20C)**

**COMMENT #:** 2472  
**DATE:** 7/7/21 5:58 PM  
**SOURCE:** Website  
**NAME:** Paul Flanagan

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**COMMENT:**

I believe the the gondola presents a clear and exceptional way to handle increased canyon traffic in a way that will help all slc residents as well as visitors. Having access to a large parking garage as well as other parking lots at the bottom of the canyon is ideal, it will also keep plenty of cars out of the canyon. **(32.2.9D)** The expanded bus service is by no means immune to snowstorms and the proposed avalanche slough offs would cause far more run off issues and loss of habitat. **(32.12B)** The gondola is by far and away the more reliable option. An expanded bus service would not be enough of a plus for me to use it since it is still susceptible to snow while the gondola is immune. The gondola creates an opportunity for me to not have to drive on hazardous conditions, and an opportunity for tourists to travel to the resorts with less stress compared to a bus service. A gondola up little cottonwood gives alta and snowbird a chance to gain serious separation as elite resorts here in North America. I firmly believe that the gondola is a perfect solution, while the bus service seems like a bandaid due to the potential inconsistency.

**COMMENT #:** 2473  
**DATE:** 7/7/21 6:05 PM  
**SOURCE:** Website  
**NAME:** Michael Budge

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**COMMENT:**

My name is Michael Budge (33, M) and I'm writing this comment in favor of the Gondola B (from La Caille) Alternative. **(32.2.9D)** I am a licensed civil engineer in the State of Utah working with Ensign Engineering and Land Surveying. I am also a lifelong Little Cottonwood Canyon skier. I have been working with Chris McCandless as my client and have participated in the design of the preliminary civil engineering plans for the area surrounding the La Caille base station. I am very familiar with the specifics of this proposal and it is my opinion that installing the proposed gondola system will be the best alternative.

I prefer this alternative because the gondola will not be affected by heavy snowfall. The ride on the gondola would be more comfortable than riding busses. Gondola travel will not be subject to heavy traffic congestion like busses would be. I'm also in favor of reducing the number of cars in the canyon, and reducing parking issues at the ski resorts.

**COMMENT #:** 2474  
**DATE:** 7/7/21 6:13 PM  
**SOURCE:** Website  
**NAME:** Alex Bocock

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**COMMENT:**

I think a gondola is a great idea. Presumably you have already analyzed the possibility of a light rail line providing access to both Cottonwood canyons. Either a gondola or rail leaving from a station at the base would feel very European and would entice more vacationers. **(32.2.9D and 32.2.9F)**

**COMMENT #:** 2475  
**DATE:** 7/7/21 6:16 PM  
**SOURCE:** Website  
**NAME:** David Hoffman

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**COMMENT:**

Looks promising (32.29D)



**COMMENT #:** 2476  
**DATE:** 7/7/21 6:35 PM  
**SOURCE:** Website  
**NAME:** Shellie Ireland

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**COMMENT:**

I love the idea of the Gondola! I think it would bring a lot of good attention and tourism to our Canyon, without causing more traffic, and all the negative things that come with too many cars on the road (i.e. .pollution, accidents, long waits and short tempers, and blocking the views and beauty of the mountain. A Gondola would become part of the fun experience of heading up the canyon! Love it! **(32.2.9D)**

**COMMENT #:** 2477  
**DATE:** 7/7/21 7:05 PM  
**SOURCE:** Website  
**NAME:** Rebekah Geddes

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**COMMENT:**

Don't build a gondola up the canyon. It will ruin the nature experiences. I think a shuttle system would be better **(32.2.9E and 32.2.9A)**

**COMMENT #:** 2478  
**DATE:** 7/7/21 7:06 PM  
**SOURCE:** Website  
**NAME:** Victoria Geddes

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**COMMENT:**

Don't build a gondola here! It will ruin so many climbs and take away for the great nature experience that you can have. **(32.2.9E and 32.4A)**

**COMMENT #:** 2479  
**DATE:** 7/7/21 7:18 PM  
**SOURCE:** Email  
**NAME:** Elizabeth King

---

**COMMENT:**

Another bicycle accident on the deadly Wasatch blvd. (32.2.6.2.2A and 32.2.9L)

How do you sleep at night?

From my neighborhood:

[https://nextdoor.com/p/khCBjwNm7b5r?utm\\_source=share&extras=MjMzODQ1NTY%3D](https://nextdoor.com/p/khCBjwNm7b5r?utm_source=share&extras=MjMzODQ1NTY%3D)

**COMMENT #:** 2480  
**DATE:** 7/7/21 7:20 PM  
**SOURCE:** Website  
**NAME:** Austin Duke

---

**COMMENT:**

the gondola is such a great idea i would way rather take that than a bus! (32.2.9D)

**COMMENT #:** 2481  
**DATE:** 7/7/21 7:23 PM  
**SOURCE:** Website  
**NAME:** Janet Stapleton

---

**COMMENT:**

I support the building of a gondola up Little Cottonwood Canyon over increased bus service. **(32.2.9D)**

**COMMENT #:** 2482  
**DATE:** 7/7/21 8:49 PM  
**SOURCE:** Website  
**NAME:** Austin Isbell

---

**COMMENT:**

Love the gondola idea! Much less of an environmental impact when compared to widening the road!  
Much more efficient than increasing the buses! Plus, rumor has it UTA isn't even on board for that idea.  
**(32.2.9D)**

**COMMENT #:** 2483  
**DATE:** 7/7/21 8:55 PM  
**SOURCE:** Website  
**NAME:** Kyle Varga

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**COMMENT:**

Great idea to reduce traffic. **(32.29D)**



**COMMENT #:** 2484  
**DATE:** 7/7/21 9:06 PM  
**SOURCE:** Website  
**NAME:** Sam Watson

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**COMMENT:**

I support building of snowsheds in the canyon. (32.2.9K)

**COMMENT #:** 2485  
**DATE:** 7/7/21 9:13 PM  
**SOURCE:** Website  
**NAME:** Tyler Kroll

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**COMMENT:**

As a local climber and skier, I feel the need to leave a comment. I think any changes to LCC should be very limited, and ideally, should not take place at all. **(32.2.9G)** The main draw of LCC (and the Salt Lake Valley in general) is that it allows for gorgeous escapes to the quiet mountains so close to a major metropolitan area. Should LCC become more accessible, that magic will be gone: it will be noisier, more crowded, and less well taken care of. In regards to the proposed gondola, I am steadfastly opposed to this idea. **(32.2.9E)** This will completely destroy the natural beauty of the canyon, both visually (for obvious reasons) and audibly (one can imagine the constant hum of a chairlift taking the place of the rush of a waterfall). **(32.13A and 32.11D)** The expansion of the road is certainly the preferable idea, though I am also against this proposal. As it stands, the resorts at LCC already operate near capacity. Widening the road will simply overload parking lots, and cause longer wait times, both for drivers and skiers in lift lines. **(32.2.4A and 32.20C)** Furthermore, it is a well-established fact that adding extra lanes or space to roads does not decrease congestion; more people use the road in turn, and no commute time is actually saved. **(32.2.4A)** LCC should stay as it is; it's busy enough already. If UDOT were to move forward with this proposal, it would needlessly waste tax dollars building a tremendously expensive road to fix a nonexistent problem. **(32.1.2B and 32.2.7A)** The ski resorts will be fine with the road as is, but the natural beauty, access to climbing, access to hiking, access to mountain biking, access to camping, will all be compromised. **(32.2.4A)** Please don't use my tax dollars for this project; I doubt it'll be worth it economically, and I'm fairly sure it will be counterproductive by all other measures.

**COMMENT #:** 2486  
**DATE:** 7/7/21 9:14 PM  
**SOURCE:** Website  
**NAME:** Rebecca Gordon

---

**COMMENT:**

I prefer the enhanced bus service. Also, how is this being funded? **(32.2.9A and 32.2.7A)**

**COMMENT #:** 2487  
**DATE:** 7/7/21 9:28 PM  
**SOURCE:** Website  
**NAME:** Ian Wade

---

**COMMENT:**

I like the idea of a dedicated bus lane for peak demand times, snow sheds and road widening. **(32.2.9B)** Metering for private vehicle access at peak times is an idea but given how expensive it is to ski for a day a meaningful charge would have to be very high to have an impact. **(32.2.4A)** This would be regressive for kids and lower middle income families. **(32.5A)** Better parking at backcountry access points would be good. **(32.2.6.3C)** Small vehicles providing frequent access to multiple access points would be better than more regular UTA busses that operate less frequently. Encourage private operators to provide service to ski areas from downtown and other points. The competition with UTA might improve service. **(32.2.2I)**  
I don't like the visual of a gondola service that would only benefit the ski areas and would be an eyesore for everyone else. **(32.17A)**

**COMMENT #:** 2488  
**DATE:** 7/7/21 9:35 PM  
**SOURCE:** Website  
**NAME:** Maria Ly Vanrenen

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**COMMENT:**

To whom this may concern,  
Our family is in favor of the proposed gondola. It's has so many benefits including preserving the canyon and providing access to skiers, even during heavy storm and high avalanche risk conditions. It's a great long-term, cost-affection solution and we are all for it! **(32.2.9D)**  
Best,  
The Vanrenen Family  
Salt Lake City residents

**COMMENT #:** 2489  
**DATE:** 7/7/21 9:49 PM  
**SOURCE:** Website  
**NAME:** Christian Godbout

---

**COMMENT:**

The tax payers will pay for the exclusive access to the resorts. The tram doesn't give access to the rest of the canyon. There will still be a lot of cars. **(32.2.7A)** Improve bus service and restrain access for cars like they do in Europe. It works over there. **(32.2.9A and 32.2.4A)**

**COMMENT #:** 2490  
**DATE:** 7/7/21 10:30 PM  
**SOURCE:** Website  
**NAME:** Joe Pirouznia

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**COMMENT:**

Yes I look for gondola (32.2.9D)

**COMMENT #:** 2491  
**DATE:** 7/7/21 10:47 PM  
**SOURCE:** Website  
**NAME:** Mark Pinegar

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**COMMENT:**

I am in favor of a bus transportation up LCC **(32.2.9A)**



**COMMENT #:** 2492  
**DATE:** 7/7/21 11:18 PM  
**SOURCE:** Website  
**NAME:** John Taylor

---

**COMMENT:**

I support the gondola. It makes the most sense from an environmental and fiscal standpoint. I have experienced similar projects in Europe and they work well. **(32.2.9D)**

**COMMENT #:** 2493  
**DATE:** 7/7/21 11:47 PM  
**SOURCE:** Website  
**NAME:** Angel Lopez

---

**COMMENT:**

YES YES YES YES YESS!!! (32.29D)

**COMMENT #:** 2494  
**DATE:** 7/8/21 6:32 AM  
**SOURCE:** Website  
**NAME:** Lori Smith

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**COMMENT:**

We love living at the mouth of Little Cottonwood canyon . The last thing we want to see in the morning is a gondola . The cost and the disruption in the canyon is not a viable option. **(32.2.9E)** I can't believe you are considering this as an option . All of the construction and compromise of the canyon cannot be the best solution . The most cost effective and less invasive is limit ski passes sold, require bus riding and car pooling . **(32.2.2K, 32.2.9A, and 32.2.4A)**

**COMMENT #:** 2495  
**DATE:** 7/8/21 7:26 AM  
**SOURCE:** Website  
**NAME:** Maverick Gibbons

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**COMMENT:**

Good Morning Josh,  
My vote is for the Cog Rail, can we add it back to the EIS ? **(32.2.9F)**

**COMMENT #:** 2496  
**DATE:** 7/8/21 7:34 AM  
**SOURCE:** Website  
**NAME:** Marianne Goodell

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**COMMENT:**

I do not feel that the options have been fully analyzed. I think there has been inadequate screening to develop a design which meets the requirements of a residential neighborhood including slower speeds for egress/ingress to intersecting streets, numerous buffered cross walks & traffic calming features for lower speeds, and buffered bike lanes for Utah's highest cycling/running roadway section. Please do not jump into this without fully evaluating the impact on our roadways, our neighborhoods and the beauty of our canyons. **(32.2.6.2.2A)**

**COMMENT #:** 2497  
**DATE:** 7/8/21 7:40 AM  
**SOURCE:** Website  
**NAME:** Dan Walters

---

**COMMENT:**

It is clear that UDOT is not concerned with the quality of life for residents of Cottonwood Height but rather the interests of ski resort corporations as the push to widen roads through a residential area and maintain a 50 mph speed limit on the section of Wasatch Boulevard and Little Cottonwood Canyon Road serving the resorts - the only segment of these roads with the higher speed limits. **(32.2.6.2.2A and 32.4F)**

If our city's residents were truly important the UDOT should consider a design which meets the requirements of a residential neighborhood including slower speeds for egress/ingress to intersecting streets, numerous buffered cross walks & traffic calming features for lower speeds, and buffered bike lanes for Utah's highest cycling/running roadway section. **(32.2.6.2.2A)**

**COMMENT #:** 2498  
**DATE:** 7/8/21 8:05 AM  
**SOURCE:** Website  
**NAME:** Michelle Todd

---

**COMMENT:**

UDOT inadequately screened potential of north/south, non-stop bus transit utilizing existing arterials to alleviate projected rush hour congestion for SR 210. A screening based on a modernized, non-stop bus service in which southeastern SL Valley riders collect at a transit stop (s) in Sandy and are delivered to East Bench Cultural District/U of U along Highland/I-215/Foothill Drive must occur before a build out of Wasatch Blvd for projected 2050 traffic, based on an antiquated UDOT 2015 survey, is confirmed.  
**(32.2.2AA and 32.2.6.2.2A)**

**COMMENT #:** 2499  
**DATE:** 7/8/21 8:16 AM  
**SOURCE:** Website  
**NAME:** Jeremi Godbout

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**COMMENT:**

You are not talking about one important issue: Wasatch blvd.  
Inadequate screening to develop a design which meets the requirements of a residential neighborhood including slower speeds for egress/ingress to intersecting streets, numerous buffered cross walks & traffic calming features for lower speeds, and buffered bike lanes for Utah's highest cycling/running roadway section. **(32.2.6.2.2A)**



**COMMENT #:** 2500  
**DATE:** 7/8/21 8:27 AM  
**SOURCE:** Website  
**NAME:** Bryan Owens-Baird

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**COMMENT:**

I disagree with the building of a tram in the Little Cottonwood Canyon. **(32.2.9E)** This project has a number of glaring flaws. Firstly, it is to address a congestion problem that occurs for a limited number of days a year due to high traffic ski days and possible avalanche road closures. **(32.1.4D)** While avalanche road closure is unfortunate, it is a normal reality of a narrow canyon in the mountains. **(32.1.2B)** Secondly, this is a wildly expensive endeavor that could be solved through other less expensive means, such as an increase of buses and limiting private vehicles in the canyon. **(32.2.9A and 32.2.4A)** Thirdly, this tram system is supposed to be an alternative on high traffic days, but takes 40 minutes to travel to the top of the canyon. This means that the traffic wait time would have to far exceed 40 minutes before people would consider an alternative. **(32.2.4A)** In my years of traversing the canyon in a car, few days would I have considered taking a tram versus the luxury of having my car at the resort. And on low traffic days, the percentage of attendees choosing to drive their private vehicles up the canyon will be even greater. **(32.2.4A)** Fourthly, the tram would destroy a number of climbing sites located in the canyon ground. This would speak volumes about the intention of the governing body and their perception of importance for land usage. **(32.4B)** Is private money/interests the ultimate driving factor regarding the list of importance for public land use? **(32.2.7A)** Or should equitable land use on public lands be the priority? Finally, this tram will be an eyesore in the canyon. It makes the logistical and ideological shortcomings of the tram even worse, as we would be subjected to diminished canyon for an expensive project that arguably does not solve that many problems it seeks to fix. Ultimately, this project would be a fiscally irresponsible use of taxpayers dollars. **(32.17A and 32.2.7A)** Alternative solutions should be sought after and considered. Even the increase of bus schedules and limitation of private vehicles in the canyon would be a better solution. **(32.2.9A)**

**COMMENT #:** 2501  
**DATE:** 7/8/21 8:34 AM  
**SOURCE:** Website  
**NAME:** Kiley Morgan

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**COMMENT:**

I strongly prefer the enhanced bus service solution to the LCC SR210 project. **(32.2.9A)** Based on the fact sheet provided, the enhanced bus service would be the simplest solution, requiring only one transfer and allowing for multiple stops along the drives up and down. **(32.2.6.3C)** Bus service is accessible to everyone and will allow for more diverse use of the canyon. Buses are also more easily serviceable, where as servicing a gondola would take more time, impact travel more, and be more expensive. Furthermore, bus service can be easily paused or altered in the case of high avalanche danger in the winter, or as demand changes throughout the seasons and over the years. **(32.2.6.3D)** Also, bus service -- especially if the buses used are electric -- will be more discreet, more environmentally friendly, and will ensure the beauty of the canyon remains relatively undisturbed for years to come. **(32.2.6.3F, 32.17A, and 32.17B)**

When I submitted an initial comment for this project a year or so ago, I will admit that I was supportive of a gondola option. However, as the plans have come together and I've learned more about all options, I now do not support a gondola option. Instead, I strongly support an enhanced bus service solution and encourage the committee to select that option to best fit the needs of the community.

**COMMENT #:** 2502  
**DATE:** 7/8/21 8:43 AM  
**SOURCE:** Website  
**NAME:** Kiley Morgan

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**COMMENT:**

I strongly prefer the enhanced bus service solution to the LCC SR210 project. **(32.2.9A)** Based on the fact sheet provided, the enhanced bus service would be the simplest solution, requiring only one transfer and allowing for multiple stops along the drives up and down. **(32.2.6.3C)** Bus service is accessible to everyone and will allow for more diverse use of the canyon. Buses are also more easily serviceable, where as servicing a gondola would take more time, impact travel more, and be more expensive. Furthermore, bus service can be easily paused or altered in the case of high avalanche danger in the winter, or as demand changes throughout the seasons and over the years. **(32.2.6.3D)** Also, bus service -- especially if the buses used are electric -- will be more discreet, more environmentally friendly, and will ensure the beauty of the canyon remains relatively undisturbed for years to come. **(32.2.6.3F, 32.17A, and 32.17B)**

When I submitted an initial comment for this project a year or so ago, I will admit that I was supportive of a gondola option. However, as the plans have come together and I've learned more about all options, I now do not support a gondola option. Instead, I strongly support an enhanced bus service solution and encourage the committee to select that option to best fit the needs of the community.

**COMMENT #:** 2503  
**DATE:** 7/8/21 9:27 AM  
**SOURCE:** Website  
**NAME:** Jaime Pamer

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**COMMENT:**

UDOT inadequately screened potential of north/south, non-stop bus transit utilizing existing arterials to alleviate projected rush hour congestion for SR 210. A screening based on a modernized, non-stop bus service in which southeastern SL Valley riders collect at a transit stop (s) in Sandy and are delivered to East Bench Cultural District/U of U along Highland/I-215/Foothill Drive must occur before a build out of Wasatch Blvd for projected 2050 traffic, based on an antiquated UDOT 2015 survey, is confirmed.  
**(32.2.2AA and 32.2.6.2.2A)**

**COMMENT #:** 2504  
**DATE:** 7/8/21 9:57 AM  
**SOURCE:** Website  
**NAME:** Laura Lange

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**COMMENT:**

I enjoyed reading and learning about this great need to protect Little Cottonwood Canyon. It is clear that the Gondola would be a big help and a sustainable solution for the traffic the canyon has each day. It also is the best option to protect our mountains, air quality and reduce the carbon. Let's Go!!! **(32.2.9D and 32.10A)**

**COMMENT #:** 2505  
**DATE:** 7/8/21 10:04 AM  
**SOURCE:** Email  
**NAME:** Scot Chipman

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**COMMENT:**

In my opinion adding a third lane of travel in Little Cottonwood canyon to be used by buses, those that carpool, or those that pay for an express pass makes the most sense. The third lane of travel should work just like the express lanes on I-15 which we are all familiar with. During off peak times (when the resorts are closed for skiing) the third lane of travel could be converted to a bike lane as an added benefit. The canyon already has an established road, if there was not an established road the gondola would be the obvious choice. **(32.2.2D and 32.2.2P)**

Kind regards,

Scot Chipman, 52 year old lifelong resident of Utah who has been skiing at Alta/Snowbird since 1978.

**COMMENT #:** 2506  
**DATE:** 7/8/21 10:10 AM  
**SOURCE:** Website  
**NAME:** Maia Ermakova

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**COMMENT:**

UDOT inadequately screened potential of north/south, non-stop bus transit utilizing existing arterials to alleviate projected rush hour congestion for SR 210. A screening based on a modernized, non-stop bus service in which southeastern SL Valley riders collect at a transit stop (s) in Sandy and are delivered to East Bench Cultural District/U of U along Highland/I-215/Foothill Drive must occur before a build out of Wasatch Blvd for projected 2050 traffic, based on an antiquated UDOT 2015 survey, is confirmed.  
**(32.2.2AA and 32.2.6.2.2A)**

**COMMENT #:** 2507  
**DATE:** 7/8/21 10:27 AM  
**SOURCE:** Website  
**NAME:** Bruce Nicholas

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**COMMENT:**

I have been living in Utah my whole and in salt lake for 5 years now and just like many other Utahns I get away to the Canyons for leisure. Adding a huge mega structure of gondolas could devastate the natural beauty of the canyon. I personally think that we should not do it. **(32.2.9E and 32.17A)**



**COMMENT #:** 2508  
**DATE:** 7/8/21 10:55 AM  
**SOURCE:** Website  
**NAME:** Ed Allred

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**COMMENT:**

As a year round user of LCC and resident taxpayer of Salt Lake County I support the investment in the gondola option as a long term solution. **(32.2.9D)**

**COMMENT #:** 2509  
**DATE:** 7/8/21 11:00 AM  
**SOURCE:** Website  
**NAME:** James Silvester

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**COMMENT:**

Make gondola work (32.2.9D)

**COMMENT #:** 2510  
**DATE:** 7/8/21 11:18 AM  
**SOURCE:** Website  
**NAME:** John Unterhalter

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**COMMENT:**

The biggest argument from the public against the gondola system is the increased uphill capacity resulting in more visitors using an already very busy canyon. **(32.20A and 32.20C)** Although, I understand this sentiment more people will come regardless of the selection and even if we do nothing. The amount of people using the canyon has more to do with how the resorts price their passes/involvement of the iKON pass system etc. then the traffic on the road. Traffic on the road is merely a result of pricing etc.

The gondola, as currently proposed, has the capacity to increase capacity beyond what is currently planned by increasing the frequency of gondolas along the line. This allows future growth for when the number of people going up the canyon per hour grows thus maintaining a smooth flow of traffic on the road. Some individuals are not familiar with a 3S gondola system and assume a Snowbird Tram style system. **(32.2.6.3N)**

One of my concerns is that bus selection is not addressed in this part of the EIS mai. I also understand the difficulties electric busses will face going up and down the canyon resulting in the need for diesel busses or maybe hydrogen powered busses. Current hydrogen is typically produced with 60% of natural gas. Cleaner, but still not great way to access the dwindling snowfall we get.

The use of electric busses will require a large fleet to maintain the schedule proposed/required to remove the number of vehicles of the road due charging constraints. Even wireless chargers at stops might not have enough benefit in range extending to justify the additional cost of the infrastructure. Some of the public has assumed that electric busses are the only option being considered and thus might respond differently if the understood this key fact. **(32.2.6.3F)**

Another concern of mine is the possibility for underutilizing the bus system due to a stigma of buses. Yes, tolling will combat this issue but there may be some hesitancy among individuals to the point where their decision to ride the bus or not will be entirely up to the toll price. In comparison, skiers' snowboarders etc. will likely not have any hesitancy to get on a lift of which they are already reasonably familiar with. Another issue is getting tourists to take the transportation. I am not sure how the bus system could be advertised well enough to get them to try it. It is not really "sexy" to advertise. On the other hand, the gondola will be more appealing as part of the tourist experience. I recognize that this is also one of the gondolas downsides and circles back to the quantity of people going up the canyon will increase. **(32.2.4A and 32.2.6.3N)**

In a more general note related to the tolling, toll prices should be displayed on the digital billboards on the highway system as well as other key points where traffic comes from. I hope that this is not a new idea and has already been considered. **(32.2.4A)**

Regardless of the solution concerns remain regarding traffic along 210 near the Fort Union Blvd intersection. Eliminating traffic travelling to transportation hubs in this area is key. Therefore, strategically placed bus stops, not in the immediate area of this intersection (including the 6200S Wasatch Blvd. existing park and ride) is key to the success of any solution. **(32.2.2I)**

Lastly, I do have some sort of proposal as applies to the effectiveness of the bus system. (Although, I am skeptical of its success if it works, its works.) Since construction on either project will not start until the summer of 2022 consider begin permitting for both. I agree that it is not a trivial task. However, that will give the opportunity to try an enhanced bus service (running the volume of busses required to remove people from the road) in conjunction with putting the toll in place below Snowbird entry 1. Additionally, a temporary bus lane could be added by taking over the south bound right-hand travel lane between the 6200S Wasatch Blvd. intersection ending at a place deemed appropriate creating a reduced travel time incentive. This will allow the resulting traffic to be studied and better understand if the buses will solve the issue as predicted. Again, not easy as there are only a few months before the

snow starts flying but this might be the best solution to keep the staunch bus supporters and gondola supporters happy. **(32.29R)**

**COMMENT #:** 2511  
**DATE:** 7/8/21 11:37 AM  
**SOURCE:** Website  
**NAME:** Christopher Hacon

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**COMMENT:**

I am completely opposed to spending large sums of taxpayer money on any of these projects. I also think that it would be a crime to deface our beautiful canyon with gondola, snow sheds or extra lanes. **(32.17A and 32.17B)** This is a world class pristine alpine environment with amazing hikes and climbs. People and athletes from all over the world visit this area not just to ski, but also to climb. Introducing big gondola eyesore and noise pollution would be devastating. **(32.11D and 32.17A)** much better solution would be increased busses and parking fees unless you carpool (4+) people. Please let's not destroy this pristine environment! **(32.2.4A and 32.2.9A)**

**COMMENT #:** 2512  
**DATE:** 7/8/21 11:43 AM  
**SOURCE:** Website  
**NAME:** Rowen Kenny

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**COMMENT:**

(In summary- No Gondola, Yes Busses)

As an employee of Snowbird, I have spent hours making my way up the canyon in order to catch my morning shift. This last season was particularly congested and there were multiple days in which I waited over an hour at the mouth of the canyon and then drove for an additional hour to reach Snowbird. Even with all this, I can't in my right mind encourage the Gondola. LCC is the most important place in the world to me, but not just for skiing. For me, and many others as well, LCC is Utah's premiere climbing location. The climbing history on this granite outdates Snowbird even. The Gondola would destroy access to and even destroy at least 30 boulders. These boulders have been climbed and loved for years so long that it is often unclear who was the person who established the problem. **(32.4A)** I am also aware that expanding the bus lanes would damage some boulders as well. **(32.4B)** But SLCA has shown that the amount of climbing the lane widening would damage is a small amount compared to the Gondola. Obviously, something about the congestion has to be done, so we must pick the lesser of two evils. Using more busses and giving them lane priority would finally give people an incentive to actually use the bus, as the bus is no faster than just taking your own car up currently. We must give people a reason to use the bus, and I think that it might be helpful to also have resorts offer discounted season passes to those who take public transportation rather than their own car. **(32.2.9B and 32.2.4A)**

Other reasons against the gondola:

LCC is famous for its massive width and breathtaking pillars of granite. Having a gondola plop in the middle would ruin this expanse and make the canyon feel more like a commercial area than the history rich locale it is famous for being. **(32.17A)**

A traffic alternative is only even necessary for around four months of the year. The rest of the time, SR 210 handles the load perfectly. It seems hard to justify such a ridiculously visually impactful change for such a limited amount of the time. LCC is a winter canyon too, but it is an all season canyon and we must respect that.

Thank you for your consideration.

**COMMENT #:** 2513  
**DATE:** 7/8/21 11:44 AM  
**SOURCE:** Website  
**NAME:** Tallie Casucci

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**COMMENT:**

I'm disheartened to see that Little Cottonwood Canyon transportation hasn't been resolved and we're still spinning our wheels after many years of planning through various groups/initiatives. The two preferred options are awful.

First, the expanded bus service with a lane will destroy roadside dispersed recreation, especially bouldering. Little Cottonwood bouldering is world class! Through every iteration of transportation planning, the Salt Lake Climbers Alliance Board members and local climbers have brought organizers to the boulders for site visits. We've been told over and over again that these recreation sites will be preserved, but will they? With the current recommendation for an expanded bus lane, no. These boulders would be destroyed. **(32.2.9C and 32.4B)**

Second, the gondola only appeals to out-of-state visitors or those seeking a one-time (slow!) novelty ride. **(32.2.7A and 32.7A)**. It would be an expensive eye-sore with huge impact on watershed and wildlife. **(32.17A, 32.12A, and 32.13A)** Gondolas are only useful in extremely steep environments where a road isn't feasible - the road already exists. Another drawback for the gondola is wind and storms, which may close service down (e.g. Snowbird's gondola on snow days). **(32.2.9E and 32.2.6.5K)**

Since the beginning, I've advocated for no personal cars and free bus transportation. The road doesn't need to be widened, which will preserve dispersed recreation. Both local and express buses can serve all canyon visitors: residents, dispersed recreation-ists, local skiers, and tourists. Canyon residents, emergency/rescue/police, and those with a reserved campsite can have a pass for their personal car. The smell of burning breaks will be a thing of the past; we'll now smell flowers! Additionally, a free bus service will ensure outdoor access equity. This option would minimize environmental impact (e.g. watershed, wildlife), increase travel times, minimize traffic and personal car pollution, and improve safety (e.g. emergency & rescue vehicles, road biking). This free bus system could be implemented tomorrow. **(32.2.2B)**

**COMMENT #:** 2514  
**DATE:** 7/8/21 11:50 AM  
**SOURCE:** Website  
**NAME:** Daniel Hadley

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**COMMENT:**

As someone who snowboards both inbounds and in the backcountry, and as someone with a degree in urban planning, I oppose the gondola. **(32.2.9E)** It is expensive, financially risky (think, Moab or Rio), and will certainly not cater to backcountry users. Like the meme of the boyfriend ignoring his girlfriend to gawk at an attractive girl, people routinely ignore reliable bus systems for more sexy alternatives. Finally, I oppose the gondola on aesthetic grounds. It will be a shame to cycle up the canyons in the summer and have views marred by a floating tourist trap. **(32.17A)**



**COMMENT #:** 2515  
**DATE:** 7/8/21 11:50 AM  
**SOURCE:** Website  
**NAME:** Joshua Jabez

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**COMMENT:**

Inadequate screening to develop a design which meets the requirements of a residential neighborhood including slower speeds for egress/ingress to intersecting streets, numerous buffered cross walks & traffic calming features for lower speeds, and buffered bike lanes for Utah's highest cycling/running roadway section. (32.2.6.2.2A

**UDOT inadequately screened potential of north/south, non-stop bus transit utilizing existing arterials to alleviate projected rush hour congestion for SR 210. A screening based on a modernized, non-stop bus service in which southeastern SL Valley riders collect at a transit stop (s) in Sandy and are delivered to East Bench Cultural District/U of U along Highland/I-215/Foothill Drive must occur before a build out of Wasatch Blvd for projected 2050 traffic, based on an antiquated UDOT 2015 survey, is confirmed. (32.2.2AA and 32.2.6.2.2A)**

**COMMENT #:** 2516  
**DATE:** 7/8/21 11:50 AM  
**SOURCE:** Website  
**NAME:** Matt Baker

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**COMMENT:**

UDOT inadequately screened potential of north/south, non-stop bus transit utilizing existing arterials to alleviate projected rush hour congestion for SR 210. A screening based on a modernized, non-stop bus service in which southeastern SL Valley riders collect at a transit stop (s) in Sandy and are delivered to East Bench Cultural District/U of U along Highland/I-215/Foothill Drive must occur before a build out of Wasatch Blvd for projected 2050 traffic, based on an antiquated UDOT 2015 survey, is confirmed.  
**(32.2.2AA and 32.2.6.2.2A)**

**COMMENT #:** 2517  
**DATE:** 7/8/21 12:09 PM  
**SOURCE:** Website  
**NAME:** Brandon Patterson

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**COMMENT:**

UDOT inadequately screened potential of north/south, non-stop bus transit utilizing existing arterials to alleviate projected rush hour congestion for SR 210. A screening based on a modernized, non-stop bus service in which southeastern SL Valley riders collect at a transit stop (s) in Sandy and are delivered to East Bench Cultural District/U of U along Highland/I-215/Foothill Drive must occur before a build out of Wasatch Blvd for projected 2050 traffic, based on an antiquated UDOT 2015 survey, is confirmed.  
**(32.2.2AA and 32.2.6.2.2A)**

**COMMENT #:** 2518  
**DATE:** 7/8/21 12:31 PM  
**SOURCE:** Website  
**NAME:** Kirk Nichols

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**COMMENT:**

Kirk Nichols  
LCC-DEIS July 2021

Thank-you for this opportunity to comment on the LCC-DEIS. This comment addresses only the inadequacies within the Purpose Statement and related Area of Study.

U-DOT has been made aware of all these issues from the beginning, back when addressing them could have been simultaneous with the predominant engineering study that U-DOT does so well. A Supplemental-EIS is unfortunately now unavoidable to meet the requirements of NEPA.

“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. Ultimately, the partners seek to deliver transportation options that meet the needs of the community while preserving the values of the Wasatch Mountains.”

1. This Little Cottonwood Canyon-Draft Environmental Statement (LCC-DEIS) does not address “all users on S.R. 210”, only those going to the commercial resorts. All other road travelers are treated as incidental rather than being studied in the EIS. Not one of the locations where people stop outside the resort is being evaluated for the obvious, significant, and cumulative environmental affects that will occur in the human environment of LCC if the purpose of “improves the reliability, mobility and safety for all users on S.R. 210” is achieved. **(32.1.2D and 32.1.5C)**

2. The Area of Study described as “S.R. 210 from Fort Union Boulevard through the Town of Alta” is much too short and too narrow to solve or even study the purported purposes as stated in the LCC-DEIS purpose statement quoted above. To increase mobility and reliability in LCC, a major portion of the cars must never reach this overly too small area of study. People must be on alternative (to cars) transportation before arriving at “S.R. 210 at Wasatch Boulevard”. Anything less will continue the status quo of congestion on I-215, 90th and 94th South, along with Wasatch Boulevard, yet the transportation issue of getting to this inadequate Area of Study has not been addressed in the LCC-DEIS. **(32.1.1C)**

3. The purpose statement above claims that the alternatives in the Draft EIS will meet the needs of the community which cannot be met within the inadequate Area of Study. The citizens of Cottonwood Heights will still be stuck in their driveways and in congested traffic due to the sub-rational choice of the small area of study where all the same cars as presently cause the congestion will continue to arrive in Cottonwood Heights in only increased numbers. **(32.2.6.2.2A and 32.7A)**

4. This LCC-DEIS purpose statement claims to meet the needs of the community and yet, the community has never been evaluated for the very real latent demand on the canyons just waiting for the congestion to be reduced. A U-DOT engineer and representative at a CWC Stakeholders meeting said it was too hard to study the latent demand - taking a “hard look” is a requirement of National Environmental Policy Act (NEPA) and the Council on Environmental Quality (CEQ). I straw polled my neighborhood and found that 100 percent of the users of the Cottonwood Canyons would go there more often if there was less congestion. The greater demand is here now - not in 2050 population projections. This latent demand was made extremely obvious in 2020, when due to the pandemic, people recreated in greater numbers closer to home (the Wasatch Mountains). **(32.20E)**

5. “...preserving the values of the Wasatch Mountains.” Has not been evaluated in the preparation of the LCC-DEIS. Only the paved road and adjacent 60-foot right-of-way have been evaluated in this LCC-DEIS. The effects of increased visitation, year-round, has not been evaluated in this LCC-DEIS. A complete visitor impact study throughout Little Cottonwood Canyon, rim-to-rim, the complete watershed, must be part of this LCC-DEIS. **(32.20A, 32.20C, 32.12A, 32.12B, and 32.1.5C)** This study must not be ignored and relegated to the Central Wasatch Commission to fund a quick approximation of what needs to be studied for the inevitable significant impacts to the values of the Wasatch Mountains. The Forest Service claims that no Visitor Study is necessary, yet they have no studies or

data based on the industry standard of Issues, Indicators, and Standards (or Thresholds) to base their opinion on. The Forest Service has no standards (thresholds) upon which to base their evaluation of visitor impacts. **(32.20B)**

6. The LCC-DEIS purpose statement includes: "Ultimately, the partners seek..." without explaining who these partners are. U-DOT has overwhelmingly written this EIS alone. U-DOT stopped its meetings with the CWC and has overwhelmed the Forest Service. NEPA requires a multi-disciplinary team which has been neglected on this LCC-DEIS. **(32.1.5D)**

7. NEPA requires that all current and foreseeable connected, cumulative, and similar actions be studied together. This LCC-DEIS Area of Study leaves out obvious connected, cumulative, and similar actions. Anything that happens in Little Cottonwood Canyon significantly affects Big Cottonwood Canyon. These two canyons share Wasatch Boulevard as a congested approach. Wasatch Boulevard is connected, cumulative, and similar to both Cottonwood Canyons, yet the LCC-DEIS neglects to study Big Cottonwood as required by NEPA. **(32.21A)**

8. NEPA requires that all current and foreseeable connected, cumulative, and similar actions be studied together. This LCC-DEIS Area of Study leaves out obvious connected, cumulative, and similar actions. All increased use of all areas of Little Cottonwood Canyon (rim-to-rim), due to the proposed reduced congestion, will have significant, foreseeable, connected, and cumulative effects on the human environment in the Wasatch Mountains and the values of the Wasatch Mountains.. **(32.21A)**

**COMMENT #:** 2519  
**DATE:** 7/8/21 12:43 PM  
**SOURCE:** Website  
**NAME:** Diane Forster-Burke

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**COMMENT:**

Dear UDOT Planners,

I live off of Wasatch Blvd and Danish Rd and have lived here for over 30 years. I fully appreciate the challenges faced by UDOH to manage increased traffic as the population of Utah increases. I am, however, extremely concerned that UDOH has not taken several issues into account.

The Environmental Impact of the proposals to increase traffic in LCC either by more buses or the gondola needs to be thoroughly studied and I believe that this has been rushed. The gondola would only assist with traffic for 4 months of the year when ski season is going and the cost of the project for those 4 months of the year is tremendously costly. **(32.1.2C)** The increased bus traffic with snow sheds would be helpful in not only the 4 months of ski traffic but would also serve in the other months when travelers wish to stop at various places in LCC. **(32.2.6.3C)**

My biggest concern is about the widening and speed of traffic along Wasatch Blvd from the mouth of BCC to LCC. The current speed of 50 mph is much too fast for a residential area, which Wasatch Blvd is for many of us who walk, run, or ride bicycles and must cross the Blvd. At this time, many motorists see the straightness of the road and the speed limit and they race down the road. From my home, I can frequently hear car and motorcycle engines along the road. It sound as though I live next to a motor speedway. I have to stop conversations with neighbors while standing in my front yard to allow for the noise to diminish. **(32.2.6.2.2A and 32.11B)**

Wasatch Blvd should be returned to a residential type of speed limit of 25 to 35 mph. The road should not be widened as this only encourages more traffic and faster traffic. It really makes no sense for commuters who live in the middle of the eastern side of the valley to have to travel this far east to go north toward the city. Additional buses along 2000 E would make far more sense and would significantly reduce the traffic and noise on Wasatch Blvd. **(32.2.2AA)**

I am very frustrated with a lack of attention to the reduction of speed and maintaining the current width of Wasatch Blvd. We, the long time residents, demand attention to our voices. The financial impact of the ski resorts up LCC should not be the loudest voice in the discussion. **(32.2.6.2.2A and 32.2.7A)**

Thank you.

Diane Forster-Burke  
Cottonwood Heights, UT

**COMMENT #:** 2520  
**DATE:** 7/8/21 12:57 PM  
**SOURCE:** Website  
**NAME:** Joel Bown

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**COMMENT:**

You are working on the wrong problem. The big problem which either of the preferred alternatives will only postpone, is the problem of too many people trying to access Little Cottonwood Canyon at the same time. The problem that desperately needs to be addressed is an "equitable" method to limit the number of people on weekends and holidays. Unless that is accomplished, the experience of using the limited canyon resources will degrade until the problem solves itself. Not an attractive proposition.  
**(32.2.4A)**

**COMMENT #:** 2521  
**DATE:** 7/8/21 1:01 PM  
**SOURCE:** Website  
**NAME:** Ally Armstrong

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**COMMENT:**

I would like to submit my comment to strongly support the expanded bus system. This system would allow the fastest improvement to transport in little cottonwood which would also be the most sustainable. I believe you could add more buses while all's working to expand parking, add a bus lane and sheds for the road. **(32.2.9B)** I fear the gondola will not be built in time and will only benefit the ski resorts. **(32.2.7A)** Thank you for considering this comment.



**COMMENT #:** 2522  
**DATE:** 7/8/21 1:24 PM  
**SOURCE:** Website  
**NAME:** Tyler Waterhouse

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**COMMENT:**

I am in favor of the road-widening and enhanced bus option NOT the gondola. **(32.2.9B and 32.2.9E)** Making a better, wider, road with snow sheds improves the canyon experience for everyone going into LCC. The gondola is designed solely to benefit those that are going to Alta and Snowbird in the winter. **(32.2.7A)** You know the number of users of White Pine TH and upper LCC hiking and backcountry skiing has exploded. The improved road benefits all of those users of the public lands as well. **(32.2.6.3C)** The gondola is, by design, a benefit to the private interests in the canyon and then as a trickle-down, if everyone uses it, benefit to the public land users. **(32.2.7A and 32.1.2D)** Furthermore, the dedicated bus lane is the only option that improves public transit time over private methods. If there is a line of private cars and the busses are moving faster there is an incentive to use it. **(32.2.4A)** The gondola doesn't have the capacity to handle the number of canyon users in the time frame needed. **(32.2.6.5N)**

Futhermore, the idea of putting the visual blemish of a gondola, visible by everyone in Sandy and other parts of the valley, including those who are not canyon users, detracts from the beauty of the region. It is enough that we have to see Snowbird's Hidden Peak lodge and the tram towers up there, don't ruin the view more. **(32.17A)**

I am a long time resident of Utah and an avid canyon users. I would hate to see the gondola implemented and change the view-shed for eternity. Widen the road, do snow sheds, and have the dedicated peak bus lanes. Then you can also look at BCC which isn't even addressed, but has the same traffic issues. **(32.1.1A)**

**COMMENT #:** 2523  
**DATE:** 7/8/21 1:28 PM  
**SOURCE:** Website  
**NAME:** Sharlene Wells

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**COMMENT:**

It has come to my attention that the widen Wasatch Blvd and allow a relatively high speed limit is part of your plan. I submitted a previous comment about the traffic and parking lots. Being that your considerations include widening Wasatch Blvd and allowing a relatively high speed limit, which was not clear in your prior request for comments, I must comment again. Wasatch Blvd, as you well know, includes access to residential neighborhoods, and widening it and allowing fast traffic is a blatant refusal to care about the safety and well-being of the residents. It seems you only care about putting more people in the mountains regardless of the repercussions on established residents and regardless of the capacity of the resorts. I hope you will reconsider your inequitable option. **(32.2.6.2.2A and 32.4F)**

**COMMENT #:** 2524  
**DATE:** 7/8/21 1:34 PM  
**SOURCE:** Website, Email  
**NAME:** David Lewis

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**COMMENT:**

Thank you for the detailed work on these proposals. I would like to make some general and higher-level comments regarding the two alternatives.

(1) I recognize that the costs are estimates and could be very different once construction and implementation of the selected option begins. The advantage of the bus option is that it can be done in phases and costs can be more controlled. If the gondola option is selected, it is a very high initial cost and no benefits will be derived until the entire project is complete. There is no partial or phase-in option available. The bus option can be more easily scaled up or down as needed, both in the initial implementation and over future years. **(32.2.6.3D and 32.2.6.5A)**

(2) Much of the society's reluctance to use buses is the extra time it takes, especially when transfers are involved. However, in the presented analysis, the gondola option takes more transfers and time to get to the canyon destinations. And, time is also money. Has the extra time of the riders using the gondola option been factored into the cost analysis? The goal of the commuter is minimal time, and the bus option seems the advantage in that area. **(32.2.6.3Y)**

(3) Most weeks I am travelling in BCC or LCC at least twice, year-round. I mostly hike and snowshoe, and patronize the ski resorts only a couple of times a year. For myself, and many other backcountry users, the gondola option does not work. The buses could make quick stops at trailheads and provide opportunity for backcountry users to ride the bus. (I am used to busses. I rode the bus to work almost every day of my 40-year career in Utah. I would be happy to ride the bus up the canyon, but it needs to stop at trailheads.)**(32.2.6.3C)**

I'm concerned that the gondola option may seem flashier and be desired by those who may only occasionally frequent the canyons. It is the same Disneyland crowd that likes that sort of thing. The feedback I get from the local community that spends the most time in the canyons is a preference for the bus option. I acknowledge that this is not an election where we are voting on the preferred alternative. Because of that, I'm hopeful that the facts of the better bus option will prevail. **(32.2.9A)**

Thank you for your efforts.  
David Lewis

**COMMENT #:** 2525  
**DATE:** 7/8/21 1:37 PM  
**SOURCE:** Website  
**NAME:** Bill Ewer

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**COMMENT:**

Neither plan seems to pay any regard to the existing neighborhoods or the recreational usage of Wasatch Blvd. It is already a dangerous road with far too high of speeds and congestion that, during peak hours, makes living in adjacent neighborhoods a complete nightmare. The proposed expansion will only make it worse.

Inadequate screening to develop a design that meets the requirements of a residential neighborhood including slower speeds for egress/ingress to intersecting streets, numerous buffered crosswalks & traffic calming features for lower speeds, and buffered bike lanes for Utah's highest cycling/running roadway section. **(32.2.2A)**

**COMMENT #:** 2526  
**DATE:** 7/8/21 1:42 PM  
**SOURCE:** Website  
**NAME:** Shaelene Wright

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**COMMENT:**

As most research suggests, there is a great likelihood snowfall in this region could be very low to nonexistent in the coming years so a gondola could very well be a waste of time and resources in addition to the great disruption to the ecosystem during construction. **(32.2.2E and 32.13A)** It is great in theory, had it been the original commuting structure in place. Enhanced bussing seems to be the most economical and easy to implement without too much investment. Again if there's not snow, there's no need for a gondola system. **(32.2.9E and 32.2.9A)**

**COMMENT #:** 2527  
**DATE:** 7/8/21 1:44 PM  
**SOURCE:** Website  
**NAME:** Mike Sohm

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**COMMENT:**

These canyons are used widely year round, but we are deciding to make infrastructure investments that reduce access, destroy historical landmarks and negatively impact usage for all parties other than resort skiers. **(32.1.2D, 32.2.7A, and 32.7C)**. Resort skiers use a small area of the canyon for only a few months of the year. Widening of the road or the installation of a gondola do not address the problem of limited parking at the resorts for these winter months. Why are we not allowing the resorts to sell parking permits and drastically increasing the investment in bussing during the resort ski season? This option would reduce traffic, reduce emissions and pollution and create jobs as well as parking revenue for the resorts all without needlessly impacting the canyon? **(32.2.4A and 32.2.2F)**

**COMMENT #:** 2528  
**DATE:** 7/8/21 1:52 PM  
**SOURCE:** Website  
**NAME:** Kyle Yu

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**COMMENT:**

Extra bus lane is a more long term option that improves access to non resort areas. **(32.2.6.3C)** The gondola is inconvenient once the La Caile lot fills up which wont take long. **(32.2.6.2.1C)** Plus tolls are a more financially sound way to limit traffic and single occupancy vehicles and make some money for the canyon. Please offer a pass to locals! **(32.2.4A)**

**COMMENT #:** 229  
**DATE:** 7/8/21 2:22 PM  
**SOURCE:** Email  
**NAME:** Elizabeth Eve King

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**COMMENT:**

URGENT - UDOT has ignored all safely, sound and beautification designs and is set to destroy Little Cottonwood Canyon.

Citizens groups, (save not pave and save our canyons) have filed petitions to extend the comment period (June 8-10) for UDOTs expansion of Cottonwood Canyon. We have written letters, held rallies, and are being ignored. **(32.29A and 32.29O)**

Hidden within UDOTs lengthy Little Cottonwood Canyon (LCC) Environmental Impact Statement (EIS), is the little-known reality that this scenic gateway boulevard is earmarked to become a high volume, high speed 6 to 7 lane roadway.

This expansion will fracture the neighborhoods, adding danger for cyclists, runners, pedestrians, and motorists. Just yesterday another bicyclist was hit. **(32.2.6.2.2A)**

"Residential communities need speeds of 20-35mph in order to reduce injuries and fatalities and encourage active transportation and transit ridership. (National Association of City Transportation Officials, Federal Highway Administration, and the Biden Administration) **(32.2.6.2.2A)**

The UDOT project is part of the current study to relieve traffic up to Snowbird and Alta for 30 identified days during peak ski season. **(32.1.4D and 32.2.6.2.2A)**

Save Not Pave, one of several non-partisan, grassroots organizations trying to protect our canyon is trying to hold UDOT to its 2019 pledge for a "35mph speed design on the 2.4 mile residential stretch of SR-210 between Big and Little Cottonwood canyons. **(32.2.6.2.2A)**

Organizations such as the Sierra Club and Save Our Canyons have condemned all UDOT preferred alternatives for both Little Cottonwood Canyon's SR 210 as well as the Wasatch Blvd SR 210 expansion as ineffective and environmentally unsound.

UDOT has presented two alternatives which are both unacceptable. They have ignored all our ideas for sound and noise mitigation and for beautification. **(32.2.6.2.2A and 32.11B)**

The incidence of citizen push-back against unnecessary paving or widening of residential roads is happening in several places. Murray's citizen group "SignTheVine.com" has 1,010 signatures protesting their 50% asphalt expansion funded at 93% by the federal government. Dimple Dell Wild protesting the unthinking expansion of Sego Lily Drive in Sandy is another.

How is it in a time of supposed austerity when state legislators are considering cuts to education and public health services, UDOT has money to burn on projects that encourage car when quality in Salt Lake Valley is dangerous and often deadly?

We have proposed planted medians, shrubbery dividers, tunnels covered roadways and many other solutions from expensive to cheap. What did UDOT include in their plan? NOTHING! **(32.2.6.2.2A)**

Residents have vowed to continue the campaign, to fight a legislature funding new and bigger UDOT roads at three times the amount that they fund the UTA which focuses on transit.

**WE WILL VOTE YOU OUT**



**COMMENT #:** 2530  
**DATE:** 7/8/21 3:17 PM  
**SOURCE:** Website  
**NAME:** Craig Tomon

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**COMMENT:**

I am not only distressed with the direction that UDOT seems to be proceeding with their preferred alternatives to the S.R.210 issue, but I'm also annoyed to see that there are no proposals for mitigating the inevitable rush of car traffic still pushing to get up canyon from those not wishing to use the alternatives. **(32.2.4A)**

Furthermore, the impacts that both alternatives will have on the climbing resources (roadside boulders) is simply unacceptable. Little Cottonwood Canyon is not only known for its ski resorts, but it's also known for its granite boulders and traditional climbing. This resource is one of the reasons my wife and I moved our family to Utah in 2018. **(32.4A and 32.4B)**

The gondola alternative will not only become an eyesore to the canyon, ruining the canyon vistas with unsightly cables and towers which will echo the "click-click clatter" of the cars going through these numerous towers intermittently positioned throughout the canyon... but this does not help any of the OTHER users of the canyon. This solely helps the ski resorts. **(32.17A, 32.1.2D, and 32.2.7A)**

If possible, I propose halting all uphill car traffic within the canyon, and provide a cog rail system that could be integrated into the existing footprint of the road. **(32.2.4A and 32.2.9F)** If it's possible to integrate the rail line into the road, this would allow for certain "approved" vehicular traffic to move up and down canyon, but would limit this use. This would require ALL users of the ski resorts to use the rail system which protects against tourists trying to drive up canyon and potentially causing an accident, but also would require ALL Spring, Summer, and Fall canyon users (including climbers) to use the cog rail.

If the cog rail were to function in a manner to where a person could request a stop, or it may have predetermined stops along the way for different areas to climb, hike, etc... then we can better manage all canyon traffic for all seasons and not only provide a mode of transport for the ski resorts at the expense of other users. **(32.2.6.6A)**

If it's possible to integrate the cog rail into the road, this would also provide an option to suspend rail operations during the non-winter months and allow vehicular traffic to resume (the same as the gate at Guardsman's Pass, or Millcreek Canyon's upper road access).

This at least provides options...

The improved bus alternative still won't stop tourists, or locals, from trying to head up canyon in the morning and causing traffic or accidents which could disrupt the bus service. **(32.2.4A)**

Due to these alternatives trying to still provide uphill vehicular traffic, they are impacting the resources we're trying to protect more than they would if we just limited independent vehicular traffic and made the canyon a bit more communal in our transportation needs.

I know this won't make everyone happy, but if we're looking to compromise on a solution that would protect our climbing resources and still provide a path to the ski resorts that's safe and efficient during the winter... I'll happily park my car and hop on a rail to get to White Pine to go climbing...

**COMMENT #:** 2531  
**DATE:** 7/8/21 3:57 PM  
**SOURCE:** Website  
**NAME:** Joseph Pace

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**COMMENT:**

As far as air quality and traffic, the gondola idea seems to be the best bet. No canyon closure delays and super easy transit to the Bird. At first I liked the extra bus lane but making new road doesnt seem right to me. Breckenridge has a gondola similar from the town up to the mountain that works really well, I could see it working well here too. **(32.2.9D)**

**COMMENT #:** 2532  
**DATE:** 7/8/21 4:17 PM  
**SOURCE:** Website  
**NAME:** Casey McClellan

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**COMMENT:**

I prefer the gondolaoption **(32.2.9D)**

**COMMENT #:** 2533  
**DATE:** 7/8/21 4:35 PM  
**SOURCE:** Website  
**NAME:** Jack Spicer

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**COMMENT:**

I want to say thank you for taking on this task. I moved to SLC from Arizona in January of 2020 to ski. It was a lifelong dream to ski in LCC. Since I have weekday flexibility, it's been worth it. But as I move into a new stage in my life, I debate whether or not I will stay in Utah because of the traffic issues. Skiing recreationally almost seems infeasible. On to my comments. **(32.7C)**

I support the Gondola idea. I love how avalanche danger will not be affected and has the least environmental impact, especially if you could use renewable resources to power it. **(32.2.6.3P)**

However, I do worry about two things--the parking/loading experience and end operation cost to the user.

If you can execute an easy way to park and efficiently load the gondola, I believe it's a great option. However, the idea of more lot closures and long lift cues before I even get to the hill makes me worried. **(32.2.6.5C)** I would view that the largest bottleneck in this solution would be parking at the canyon base. **(32.2.6.3E)**

Next, I am worried that resorts will charge hefty fees to use this gondola. I love how the UTA funds the busses and how it's included in the season pass. If the UTA can either include gondola access with season passes or make it very reasonable, I think you would get the communities support. However, if it is expensive and included passes are limited like Alta's new parking reservation system, I believe you will lose the communities support. **(32.2.4A)**

Overall I am a fan of the gondola. Having lived in Europe for a while, I love the idea of more efficient public transportation to the mountain. I would look at Telluride's public gondola and Whister's high capacity peak 2 peak gondola for inspiration. **(32.2.9D)**

**COMMENT #:** 2534  
**DATE:** 7/8/21 4:39 PM  
**SOURCE:** Website  
**NAME:** Annie Fangman

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**COMMENT:**

We need to come up with a solution that will allow the outdoors to still be accessible for all. The outdoors should not be limited only to people who can pay a fee. **(32.2.4A)** The bus option allows individuals to still access the outdoors and help with traffic pollution. **(32.2.6.3C)** The Gondola will be way more expensive and have a higher fee to operate it. Also less reliability during bad weather. **(32.2.6.5K)**

**COMMENT #:** 2535  
**DATE:** 7/8/21 5:26 PM  
**SOURCE:** Website  
**NAME:** Robert Mehregan

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**COMMENT:**

The bus system would be so much more efficient at getting the masses up and down the canyon while still preserving the natural beauty of the canyon walls. **(32.2.9A)**

**COMMENT #:** 2536  
**DATE:** 7/8/21 5:47 PM  
**SOURCE:** Email  
**NAME:** Bethann Martin

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**COMMENT:**

The fact that you are even considering a “solution” to traffic in Little Cottonwood Canyon by building a Gondola is shocking and reprehensible. **(32.2.9E)** As a local Sandy citizen, I don’t want my taxpayers going towards this, especially as the people behind it stand to make so much money on the TAXPAYER’S back. **(32.2.7A)** The only change to current traffic issues I even marginally support is creating a one lane reversible direction bus lane, but only if it can be built where it will not eliminate any bike lanes that should be part of Little Cottonwood Canyon. **(32.2.2D)** Paid parking at the resorts I can support, if there are discounts for “locals”. **(32.2.4A)**

I’m sure there are ways to build retaining walls to widen the road without the damage to the environment. They manage the environment and traffic in canyons in Europe with good engineering; we can too. If the resorts want more people, let them invest in more hotel rooms; encourage people to stay in the canyon. But us locals would like to be able to drive up the canyon and use our “local” ski resorts that we have been supporting for decades (I’ve been skiing up there since 1965, and don’t want to have to stop because it’s overrun by tourists and that stupid gondola idea is expensive and ridiculous.

**(32.2.7A and 32.1.2D)**

PLEASE DO NOT RUIN LITTLE COTTONWOOD CANYON. We live here. We want to enjoy our own backyard; don’t prioritize non- Utahns, or developers over citizens. Money isn’t everything. We don’t need to encourage more traffic, or more skiers even. **(32.7C and 32.20C)** Let us have something for Utahns.

Sincerely,

Bethann Martin, native Utahn, Sandy resident

**COMMENT #:** 2537  
**DATE:** 7/8/21 5:52 PM  
**SOURCE:** Website  
**NAME:** Sean Lapsley

---

**COMMENT:**

As a lifetime resident of the Wasatch Front and former property owner in Big Cottonwood Canyon I am intimately familiar with the problems that plague our growing canyon use. For years widening the road was the answer. I am grateful UDOT and other stakeholders have now realized that is a temporary solution at best. Though I would like to support the proposed gondola it still is not enough. Having been a season pass holder for more than two decades at Snowbird, I feel we should look to our European counterparts for the Best solution. Cog rail, light rail, or some train will be the only longterm solution especially if connection between the top of Little and Big Cottonwood, and Park City is possible. **(32.2.9F and 32.2.2N)** Though the most expensive it is the answer. If we're going to do something let's do it once, and let's do it right!



**COMMENT #:** 2538  
**DATE:** 7/8/21 6:25 PM  
**SOURCE:** Website  
**NAME:** Joyce Randall

---

**COMMENT:**

I do not want a gondola in the mountains, but I think we need it. **(32.29D)**

**COMMENT #:** 2539  
**DATE:** 7/8/21 6:31 PM  
**SOURCE:** Website  
**NAME:** Christine Middlemiss

---

**COMMENT:**

This plan to expand is totally unnecessary. I live right next to the blvd and the traffic does not require Wasatch Blvd expansion!!! DUMB IDEA Inadequate screening to develop a design which meets the requirements of a residential neighborhood including slower speeds for egress/ingress to intersecting streets, numerous buffered cross walks & traffic calming features for lower speeds, and buffered bike lanes for Utah's highest cycling/running roadway section. **(32.2.6.2.2A)**

**COMMENT #:** 2540  
**DATE:** 7/8/21 6:52 PM  
**SOURCE:** Website  
**NAME:** Nate Burri

---

**COMMENT:**

This will really help with pollution in the canyon to keep it beautiful and clean! **(32.29D)**

**COMMENT #:** 2541  
**DATE:** 7/8/21 6:52 PM  
**SOURCE:** Website  
**NAME:** Luke Hottenstein

---

**COMMENT:**

Man I'm a tourist ok? I visited this winter and the views of the canyon even before reaching Altabird just gave me chills. I am NOT in support of this project. I feel as though Altabird is only onboard with this because they believe it will make them more profitable. Don't do this. Please. **(32.29D and 32.2.7A)**  
-From a tourist to a local

**COMMENT #:** 2542  
**DATE:** 7/8/21 7:50 PM  
**SOURCE:** Website  
**NAME:** Mary Young

---

**COMMENT:**

After a great deal of reading and discussion on this with many people, I feel that the gondola option from the La Caille area is the best long-term solution. **(32.2.9D)** I do think that tolls, based on number of passengers, are essential to motivate changes in driving habits. **(32.2.4A)** I think that snow sheds will be necessary, as much as many people decry changes to the view shed caused by these and a gondola. The citizens against widening of Wasatch Blvd seem to forget that they chose to live near a major arterial and many other people are negatively impacted by not widening the road. We have a lot of residents who seem to both want to go back in time to less usage of canyons and who act like their usage is the only one that's important.

**COMMENT #:** 2543  
**DATE:** 7/8/21 8:12 PM  
**SOURCE:** Website  
**NAME:** Jennifer Badger

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**COMMENT:**

Please try a toll or paid parking situation before any major structural changes to the canyon. (32.2.4A and 32.2.2Y)

**COMMENT #:** 2544  
**DATE:** 7/8/21 8:47 PM  
**SOURCE:** Website  
**NAME:** Melanie Topham

---

**COMMENT:**

Please add additional bus service to the canyon and outlying areas. **(32.2.9A and 32.2.2I)** Please do NOT destroy the scenery of Little Cottonwood with a huge and hideous gondola. **(32.17A)** Please consider that there are many uses of our lovely canyons, and bus service with multiple stops on the way up the canyon allows hikers, bikers, climbers, picnickers, and scenery admirers--as well as skiers--to access the trails and sites of the canyon. **(32.2.6.3C)** Do Not let the grasping financial motives of Alta and Snowbird to dictate the landscape of the entire canyon. **(32.2.7A)** Thank you.

**COMMENT #:** 2545  
**DATE:** 7/8/21 9:01 PM  
**SOURCE:** Website  
**NAME:** Kirk Jones

---

**COMMENT:**

The gondola is the responsible way to solve the canyons issues! **(32.2.9D)**



**COMMENT #:** 2546  
**DATE:** 7/8/21 9:11 PM  
**SOURCE:** Website  
**NAME:** Leslie Scopes Anderson

---

**COMMENT:**

Inadequate screening to develop a design which meets the requirements of a residential neighborhood including slower speeds for egress/ingress to intersecting streets, numerous buffered cross walks & traffic calming features for lower speeds, and buffered bike lanes for Utah's highest cycling/running roadway section. Don't ruin our neighborhood!! **(32.2.6.2.2A and 32.4F)**

**COMMENT #:** 2547  
**DATE:** 7/8/21 10:30 PM  
**SOURCE:** Website  
**NAME:** Trent Duncan

---

**COMMENT:**

This 3 line comment window is inappropriate. It does not provide enough room to enter legitimate comments. It is discriminating in nature by discouraging meaningful comments. **(32.29S)**

The EIS excludes a large segment of the public that use the canyons for purposes other than visiting the two mega resorts (alta and snowbird). **(32.1.2D)** Chapter 20, indirect effects indicate that recreation users would be negatively affected by lack of parking at trail heads while the solutions presented provide means to get every paying customer to the two resorts. This is a huge loss for the greater community. **(32.20G and 32.2.6.2.4A)**

The gondola solution does not provide the ability to reach the trailheads located away from the two resorts without walking long distances. **(32.2.6.5G)**

The indirect analysis does not account for the community benefit by having the busses available for other uses during the summer season or the ability to operate some form of bussing during the summer peak or weekend use. **(32.2.6.3C)**

The energy analysis for the gondola does not take into account the energy for maintaining the equipment. **(32.18B)**

Chapter 17 does not address the lights and other elements that will be visible from the gondola from across the valley. I can see the reflection of the morning sun off the top of the snowbird tram station from my driveway on 3200 west. What kind of flashing red lights will be visible with the gondola solution. **(32.17A)**

The visual impact of snow sheds for the drivers is not a negative impact. The driver is already sitting inside a man made machine looking at the man made road. The sheds will actually improve many of the views of the canyon once you are a few hundred feet away from the roadway.

The roadway needs snow sheds. trailheads need parking. **(32.2.9K and 32.2.9O)**

The gondola is being unfairly promoted with slick \$75,000 videos. Why is the expanded bus service not being promoted the same way? Is UTA not allowed to promote its service? Something is not right with the politics. **(32.2.6E)**

The EIS is too narrowly focused on LCC. You already know that because someone else drew the red line around the area to be analyzed. Any action in LCC will negatively affect BCC and Millcreek. The whole transportation system needs to be considered at the same time. **(32.21A)**

**COMMENT #:** 2548  
**DATE:** 7/8/21 11:17 PM  
**SOURCE:** Website  
**NAME:** Richard Boyce

---

**COMMENT:**

No gondola. The answer is not how to get more people up the canyon. Answer is to limit the amount of people in the canyon. **(32.2.9E and 32.2.4A)**

**COMMENT #:** 2549  
**DATE:** 7/8/21 11:22 PM  
**SOURCE:** Website  
**NAME:** William Done

---

**COMMENT:**

I support the gondola proposal. I support a better long term solution to traffic in the canyon, especially during bad weather. I also support this solution because it would be less impactful on the canyon and the wild life that lives there. **(32.2.9D)**

**COMMENT #:** 2550  
**DATE:** 7/9/21 6:21 AM  
**SOURCE:** Email  
**NAME:** Jan Striefel

---

**COMMENT:**

Dear UDOT Personnel and Consultant Team,  
The League of Women Voters of Salt Lake City (LWVSL) is concerned about the importance of this work and the amount of time allocated to commenting on the draft alternatives. This is one of the most important decisions to be made regarding the Wasatch Mountains and deserves an opportunity for careful review of the draft information and consideration of all of the potential impacts and their consequences. Therefore, we would like to request an extension of 90 days to review and comment on the draft alternatives and sub alternatives. **(32.29A)**

Our primary concern with the canyons is their environmental integrity, most especially the watershed we all rely on. **(32.12A and 32.12B)** As the climate changes with anticipated less snow pack and warmer temperatures, our reliance on that incredibly valuable resource - the Wasatch Mountains and the seven creeks that flow through its canyons - becomes even more vital to our survival and quality of life. Additionally, we are always concerned about the public's's ability to engage with decisions like this, for transparency in government and decision-making, and for opportunities to educate our members and the general public about these kinds of actions that have far reaching and long-term consequences.**(32.2.9N)**

As you know, the League is a non-partisan organization which relies on study, discussion, and consensus before our carefully considered positions are announced.

***(Note from UDOT reviewer - the below letter is the same as this email and the same comment codes apply).***

Date: July 9, 2021  
To: UDOT LCC EIS Consultant Team  
From: League of Women Voters of Salt Lake City  
Re: LCC EIS Request for Extension of Comment  
Period for Draft Alternatives



Dear UDOT Personnel and Consultant Team,

The League of Women Voters of Salt Lake City (LWVSL) is concerned about the importance of this work and the amount of time allocated to commenting on the draft alternatives. This is one of the most important decisions to be made regarding the Wasatch Mountains and deserves an opportunity for careful review of the draft information and consideration of all of the potential impacts and their consequences. Therefore, we would like to request an extension of 90 days to review and comment on the draft alternatives and sub alternatives.

Our primary concern with the canyons is their environmental integrity, most especially the watershed we all rely on. As the climate changes with anticipated less snow pack and warmer temperatures, our reliance on that incredibly valuable resource - the Wasatch Mountains and the seven creeks that flow through its canyons - becomes even more vital to our survival and quality of life. Additionally, we are always concerned about the public's's ability to engage with decisions like this, for transparency in government and decision-making, and for opportunities to educate our members and the general public about these kinds of actions that have far reaching and long-term consequences.

As you know, the League is a non-partisan organization which relies on study, discussion, and consensus before our carefully considered positions are announced.

A handwritten signature in cursive script, appearing to read "Jan Striefel".

Jan Striefel, President, LWVSL

**COMMENT #:** 2551  
**DATE:** 7/9/21 6:49 AM  
**SOURCE:** Website  
**NAME:** Andy Jones

---

**COMMENT:**

Please explain to me why my tax dollars should be used to subsidize another chair lift for Alta/Snowbird? **(32.2.7A and 32.1.2D)** If it's only going to stop at the resorts and it's only going to run during the winter then let Alta/Snowbird pay for the whole thing. **(32.2.7A)** Increased bus service and avy sheds are the answer that benefit ALL Canyon users, not just the passholders at the resorts. **(32.2.9A)** Also, add single occupancy vehicle tolling. Financially dissensitize people who drive up alone. **(32.2.4A)**

**COMMENT #:** 2552  
**DATE:** 7/9/21 8:16 AM  
**SOURCE:** Website  
**NAME:** George A Hunt

---

**COMMENT:**

I prefer the gondola option because ultimately, it serves the purpose while not further contributing to global climate change. **(32.2.9D)**



**COMMENT #:** 2553  
**DATE:** 7/9/21 8:24 AM  
**SOURCE:** Website  
**NAME:** Jenny Wilson

---

**COMMENT:**

Dear UDOT Representatives:

In my role as Salt Lake County Mayor, along with Councilmember Jim Bradley (At Large C), we are making a request to UDOT to extend the Little Cottonwood Canyon Draft Environmental Impact Statement comment period from 45 to 75 days, representing a period of 30 extra days (with a comment period expiration date of September 8th). If that is not possible, we ask that the period be extended at a minimum by 15 days (which would provide a comment expiration date of August 24th). We are making this request on behalf of Salt Lake County and the public at large. The length and complexity of the Environmental Impact Statement, together with the fact that the July 4th and July 24th holidays fall within the current comment period, warrant this request. We believe that it is in the public's best interest to ensure that people have adequate time to carefully consider and discuss the Preferred Alternative Selections. Councilmember Bradley would also appreciate the opportunity to confer with other Council members regarding the Preferred Alternative Selection after UDOT's presentation to the Council on July 20th. The Council is not convening the week of July 24th, thereby reducing the opportunities for the Council to discuss. **(32.29A)**

**COMMENT #:** 2554  
**DATE:** 7/9/21 8:28 AM  
**SOURCE:** Website  
**NAME:** David Raue

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**COMMENT:**

I strongly favor the gondola project. **(32.2.9D)** However, the proposal, as written, has one fatal flaw: to succeed, the gondola needs FAR more parking at the gondola base. Hoping that people will park elsewhere, load a bus, unload from bus with ski equipment and then use the gondola will cause a great many people to just skip the whole thing and drive anyway. You get one chance at this. Do it right the first time or be forever associated with an expensive white elephant. Please consider doubling or tripling parking at the gondola base. **(32.2.6.5J and 32.2.6.1.1C)**

**COMMENT #:** 2555  
**DATE:** 7/9/21 8:49 AM  
**SOURCE:** Website  
**NAME:** Kelli Trounce

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**COMMENT:**

Thank you for working to come up with possible solutions to this congestion problem. I think the widening of the road for a bus only lane is an excellent option. The gondola seems fun but so much less affordable and accessible for the everyday skier **(32.2.9B)**

**COMMENT #:** 2556  
**DATE:** 7/9/21 9:25 AM  
**SOURCE:** Email  
**NAME:** Grace Tyler

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 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? (30.20B)
- 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. **(32.2.6.5G)**
- 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? **(32.1.2B and 32.13C)**
- 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! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** 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. **(32.2.2I)**

Sincerely,  
Grace Tyler  
Wanship, UT

**COMMENT #:** 2557  
**DATE:** 7/9/21 9:37 AM  
**SOURCE:** Email  
**NAME:** Cornel Belongie

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 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? (30.20B)
- 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. **(32.2.6.5G)**
- 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? **(32.1.2B and 32.13C)**
- 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! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** 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. **(32.2.2I)**

In my own words, it is vitally important that we keep as much land as we can in a prestine state. The more attractions and vehicles disrupting an area, the more disturbed and altered the surrounding ecosystems will become. Keep it as nature intended it.

Sincerely,

Cornel Belongie

Ranchos de Taos, NM

**COMMENT #:** 2558  
**DATE:** 7/9/21 9:39 AM  
**SOURCE:** Website  
**NAME:** Georgiana Knox

---

**COMMENT:**

As someone who takes the bus up the canyon almost everyday in the winter, I feel as though it has never been given a fair shot to successes. In my 30 years of life I've never experienced such terribly planned public transportation as the bus system in LCC. Last year with a record amount of people driving up the canyon, buses at their peak (In the mornings) still only ran every 30. Most busy mornings the bus would leave people high and dry for over an hour as full buses sped by the bus stops. There were multiple weekends where UDOT and the resorts would announce that parking was full and encourage everyone to take the bus, but when you would check the bus schedule there was up to two hours gaps where no buses were scheduled for pick up. The same for getting down the canyon, between 1pm and 3pm no buses stop at Alta, just snowbird. Who wants to take a bus that is so erratic and has no consistency. That is what public transportation is supposed to be, something you can count on, not a bus that runs randomly every couple hours. **(32.2.6.3N)** Also without a Season pass the \$5 each way bus fair per person is quite hefty. How do you expect people to want to take a bus when it would cost them less in gas to drive up the canyon? Incentives need to be given for those who opt to use public transportation. I think charging cars to go up the canyon and lowering the bus fair would push people to use the buses more regularly **(32.2.4A)**. At the end of the day I think improving the bus system is the best option for LCC at the moment. **(32.2.9A)** Building an entirely new expensive gondola infrastructure when the bus system was never given a fair shot at success seems, not only wildly irresponsible but illogical.

**COMMENT #:** 2559  
**DATE:** 7/9/21 9:54 AM  
**SOURCE:** Website  
**NAME:** Dale Musser

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**COMMENT:**

Traffic and road conditions were a problem when I was an employee at Snowbird between 1981-84...  
the gondola sounds like the best option **(32.2.9B)**

**COMMENT #:** 2560  
**DATE:** 7/9/21 9:57 AM  
**SOURCE:** Website  
**NAME:** Aidan Tolman

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**COMMENT:**

I have spent a lot of time up LCC the past 5 years and have noticed progressively more and more traffic. During the winter months usually around 7 of 10 times I make the drive up I see at least 1 car that has slid off the road. The need for a gondola is clear and important for the convenience and safety of LCC. **(32.2.9D)**



**COMMENT #:** 2561  
**DATE:** 7/9/21 9:57 AM  
**SOURCE:** Email  
**NAME:** Alex Mager

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 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? (30.20B)
- 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. **(32.2.6.5G)**
- 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? **(32.1.2B and 32.13C)**
- 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! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** 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. **(32.2.2I)**.

Sincerely,

Alex Mager

Salt Lake City, UT

**COMMENT #:** 2562  
**DATE:** 7/9/21 10:00 AM  
**SOURCE:** Email  
**NAME:** Adam Erickson

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**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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- 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. **(32.2.6.5G)**
- 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? **(32.1.2B and 32.13C)**
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Sincerely,

Adam Erickson

Holladay, UT

**COMMENT #:** 2563  
**DATE:** 7/9/21 10:04 AM  
**SOURCE:** Email  
**NAME:** Emma Gleave

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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):

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Sincerely,

Emma Gleave

Salt Lake City, UT

**COMMENT #:** 2564  
**DATE:** 7/9/21 10:05 AM  
**SOURCE:** Email  
**NAME:** Emily Wilson

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 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? (30.20B)
- 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. **(32.2.6.5G)**
- 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? **(32.1.2B and 32.13C)**
- 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! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** 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. **(32.2.2I)**.

Sincerely,

Emily Wilson

Salt Lake City, UT

**COMMENT #:** 2565  
**DATE:** 7/9/21 10:06 AM  
**SOURCE:** Email  
**NAME:** Jeffrey McCoy

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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Sincerely,

Jeffrey McCoy

Holladay, UT

**COMMENT #:** 2566  
**DATE:** 7/9/21 10:23 AM  
**SOURCE:** Website  
**NAME:** Adam Erickson

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**COMMENT:**

No gondola (32.2.9E)

**COMMENT #:** 2567  
**DATE:** 7/9/21 10:23 AM  
**SOURCE:** Email  
**NAME:** Daniel Redington

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**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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Sincerely,

Daniel Redington

Vineyard, UT

**COMMENT #:** 2568  
**DATE:** 7/9/21 10:24 AM  
**SOURCE:** Email  
**NAME:** Melissa Warren

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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Sincerely,

Melissa Warren  
South Salt Lake, UT



**COMMENT #:** 2569  
**DATE:** 7/9/21 10:40 AM  
**SOURCE:** Website  
**NAME:** Ray Dodd

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**COMMENT:**

Looking at the DEIS summary I prefer the La Callie Gondola option but have the following questions/comments: What will the cost be to ride the Gondola vs the buses? 32.2.4A) There is no information in the DEIS summary. Road traffic may not decrease as expected if it costs 100's of dollars per year to ride the Gondola. (32.2.4A) We skied 30X last year. Also, Gondolaworks.com has 1-minute promotional video about the Gondola that states Wasatch won't be widened. The DEIS summary shows widening from the modal hub to the base station. If Gondolaworks.com is the vendor they are misrepresenting the facts to the public. (32.2.9D and 32.2.6E)

**COMMENT #:** 2570  
**DATE:** 7/9/21 10:49 AM  
**SOURCE:** Email  
**NAME:** Kelden Larsen

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**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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):

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Sincerely,

Kelden Larsen

San Luis Obispo, CA

**COMMENT #:** 2571  
**DATE:** 7/9/21 11:03 AM  
**SOURCE:** Email  
**NAME:** Ross Foles

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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Sincerely,

Ross Foles

El Prado, NM

**COMMENT #:** 2572  
**DATE:** 7/9/21 11:04 AM  
**SOURCE:** Email  
**NAME:** Olivia Leavitt

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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):

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Sincerely,

Olivia Leavitt

Salt Lake City, UT

**COMMENT #:** 2573  
**DATE:** 7/9/21 11:17 AM  
**SOURCE:** Email  
**NAME:** Emma Peckenpaugh

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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):

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Sincerely,

Emma Peckenpaugh

Salt lake city, UT

**COMMENT #:** 2574  
**DATE:** 7/9/21 11:24 AM  
**SOURCE:** Email  
**NAME:** Steven Senft

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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The gondola doesn't achieve the goal for less cars in the canyon.

Sincerely,  
Steven Senft  
Murray, UT

**COMMENT #:** 2575  
**DATE:** 7/9/21 11:25 AM  
**SOURCE:** Email  
**NAME:** Ren Brian

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),  
Environmental impact surveys are necessary, but a 45 day inquiry is simply not enough. **(32.29A)** I urge you to consider the impact of building, emissions from construction, traffic of workers, impact on the ecosystem in a much more thorough manner. **(32.29G)** (I grew up in Utah for 20 years, I'm a student in public health, and I know this project needs greater consideration. Please listen to the experts in community, those of us who know the place. **(32.2.9I)**)

Sincerely,  
Ren Brian  
Denver, CO

**COMMENT #:** 2576  
**DATE:** 7/9/21 11:27 AM  
**SOURCE:** Email  
**NAME:** Alisha Aravena

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),  
Utah Department of Transportation,

The Wasatch Mountains are why I continue to live in Salt Lake, and they're why thousands of people visit the area every winter. They are the crown jewels of this area and the entire state. So, it's important we are thorough in our research of the best options for alleviating traffic in Little Cottonwood Canyon (LCC). I believe the LCC Draft Environmental Impact Study (DEIS) leaves a lot of crucial questions unanswered and ignores other viable options. **(32.29D)** It feels like this process was rushed and that the options were selected based on Alta and Snowbird resorts' needs and wants **(32.2.7A)**, but doesn't consider environmental impacts (ironically) **(32.2.9I)**.

Please see my comments below on the DEIS:

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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Sincerely,  
Alisha Aravena  
SALT LAKE CTY, UT



**COMMENT #:** 2577  
**DATE:** 7/9/21 11:29 AM  
**SOURCE:** Email  
**NAME:** Dave Baird

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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):

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Sincerely,  
Dave Baird  
Holladay, UT

**COMMENT #:** 2578  
**DATE:** 7/9/21 11:33 AM  
**SOURCE:** Email  
**NAME:** Shay Myers

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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):

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Sincerely,

Shay Myers

Cottonwood Heights, UT

**COMMENT #:** 2579  
**DATE:** 7/9/21 11:34 AM  
**SOURCE:** Email  
**NAME:** Taylor Densley

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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):

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Sincerely,

Taylor Densley

Holladay, UT

**COMMENT #:** 2580  
**DATE:** 7/9/21 11:40 AM  
**SOURCE:** Email  
**NAME:** Colton Story

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**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 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? (30.20B)
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Colton Story  
Orem, UT

**COMMENT #:** 2581  
**DATE:** 7/9/21 11:43 AM  
**SOURCE:** Email  
**NAME:** Ashlyn Chambers

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**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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):

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Ashlyn Chambers  
Sandy, UT

**COMMENT #:** 2582  
**DATE:** 7/9/21 11:44 AM  
**SOURCE:** Email  
**NAME:** Kameron Harper

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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Kameron Harper  
Salt Lake City, UT

**COMMENT #:** 2583  
**DATE:** 7/9/21 11:49 AM  
**SOURCE:** Email  
**NAME:** Sophie Levert

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**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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):

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Sophie Levert

Salt Lake City, UT

**COMMENT #:** 2584  
**DATE:** 7/9/21 11:50 AM  
**SOURCE:** Email  
**NAME:** Natalie Fillerup

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**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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):

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Natalie Fillerup

SALT LAKE CITY, UT



**COMMENT #:** 2585  
**DATE:** 7/9/21 11:52 AM  
**SOURCE:** Email  
**NAME:** Noah Lebsack

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**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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):

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Noah Lebsack

Salt Lake City, UT

**COMMENT #:** 2586  
**DATE:** 7/9/21 12:06 PM  
**SOURCE:** Email  
**NAME:** Dani Poirier

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),  
Dear UDOT,

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Dani Poirier  
Salt Lake City, UT

**COMMENT #:** 2587  
**DATE:** 7/9/21 12:07 PM  
**SOURCE:** Email  
**NAME:** Matt Ostler

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**COMMENT:**

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Matt Ostler

Salt lake city, UT

**COMMENT #:** 2588  
**DATE:** 7/9/21 12:12 PM  
**SOURCE:** Email  
**NAME:** Gabby Gunn

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**COMMENT:**

Dear Utah Department of Transportation (UDOT),

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Gabby Gunn  
Sandy, UT

**COMMENT #:** 2589  
**DATE:** 7/9/21 12:21 PM  
**SOURCE:** Email  
**NAME:** Karen De Rose-Porter

---

**COMMENT:**

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Karen De Rose-Porter  
Salt Lake City, UT

**COMMENT #:** 2590  
**DATE:** 7/9/21 12:28 PM  
**SOURCE:** Email  
**NAME:** Kyle Bradley

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

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Sincerely,

Kyle Bradley

Denver, CO

**COMMENT #:** 2591  
**DATE:** 7/9/21 12:28 PM  
**SOURCE:** Email  
**NAME:** William Sipfle

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**COMMENT:**

Dear Utah Department of Transportation (UDOT),

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William Sipfle  
Arlington, VA

**COMMENT #:** 2592  
**DATE:** 7/9/21 12:30 PM  
**SOURCE:** Email  
**NAME:** Reva Ovard

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**COMMENT:**

Dear Utah Department of Transportation (UDOT),

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Reva Ovard

Sandy, UT



**COMMENT #:** 2593  
**DATE:** 7/9/21 12:40 PM  
**SOURCE:** Email  
**NAME:** Wes Morin

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**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

I value the wildness and beauty of the Wasatch

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Wes Morin

**COMMENT #:** 2594  
**DATE:** 7/9/21 1:04 PM  
**SOURCE:** Website  
**NAME:** Otto Lang

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**COMMENT:**

First off, thank you for letting the public comment on these plans. I no longer have a strong preference for the two proposed solutions. However, I am disappointed that both proposals do not include stops at trailheads midway up the canyon. At the minimum, having a stop at the white pine trailhead would give summer hikers and winter backcountry skiers an alternative to driving up the canyon, be it a bus stop or gondola station. With the increasing popularity of backcountry skiing in the winter and hiking in summer, I think this is a critical step in addressing canyon congestion. **(32.2.6.3C and 3.2.6.5G)**

**COMMENT #:** 2595  
**DATE:** 7/9/21 1:15 PM  
**SOURCE:** Email  
**NAME:** Taylor Monney

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**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

Good afternoon, my name is Taylor Monney, I am a lifelong resident of the Wasatch front and an avid snowboarder. I still remember my first trip to Little Cottonwood Canyon, I was six years old and learned to ski for the first time. Since then, I have been in love with the Wasatch and am anxious to see the wild character of this area preserved.

My first visit to Little Cottonwood Canyon was in 2001, but this canyon has been inhabited for thousands of years. To the Goshute tribe, the canyon was called si'a-dai-di-ma, to other tribes like the Ute and Shoshone, the canyon was called wa-ko-no-kin. Before the violent colonization, this area was a shared hunting space for the tribes.

The gondola will wreak irreversible damage to this sacred canyon, and I urge you to reject this proposal. **(32.2.9E)** We need a solution that will take private vehicles out of the canyon, rather than simply adding more to the fray. **(32.7C)** Below are several detailed arguments about the harm the gondola will cause. Again, I urge you to remember the history, the wilderness, the watershed, and the thousands of plants and animals that rely on Little Cottonwood Canyon. **(32.2.9I)**

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 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? (30.20B)
- 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. **(32.2.6.5G)**
- 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? **(32.1.2B and 32.13C)**
- 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! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** 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 **(32.2.2I)**.

Sincerely,

Taylor Monney  
Orem, UT

**COMMENT #:** 2596  
**DATE:** 7/9/21 1:20 PM  
**SOURCE:** Website  
**NAME:** Matt Daufenbach

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**COMMENT:**

Please use the busing option. **(32.2.9A)**

**COMMENT #:** 2597  
**DATE:** 7/9/21 1:25 PM  
**SOURCE:** Email  
**NAME:** Brinnlie Harward

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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- 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! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** 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 **(32.2.2I)**.
- 6.) Skiing has become so accessible with things like the ikon pass, get rid of that and you get rid of a lot of skiers who only bought a pass because it was so cheap **(32.2.2K)**
- 7.) creating a gondola or expanding the roadway does harm to nature and the climbing community that is here in Utah. **(32.4A, 32.4B, 32.13A, 32.13B, and 32.2.9G)**

Sincerely,

Brinnlie Harward

South Jordan, UT

**COMMENT #:** 2598  
**DATE:** 7/9/21 1:27 PM  
**SOURCE:** Email  
**NAME:** Marissa Getts

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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- 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. **(32.2.6.5G)**
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Sincerely,

Marissa Getts

Salt Lake City, UT

**COMMENT #:** 2599  
**DATE:** 7/9/21 1:43 PM  
**SOURCE:** Website  
**NAME:** Britton Black

---

**COMMENT:**

I really want this gondola **(32.2.9D)**

**COMMENT #:** 2600  
**DATE:** 7/9/21 1:49 PM  
**SOURCE:** Email  
**NAME:** Kyle Goupil

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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- 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. **(32.2.6.5G)**
- 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? **(32.1.2B and 32.13C)**
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Sincerely,

Kyle Goupil

Salt Lake City, UT



**COMMENT #:** 2601  
**DATE:** 7/9/21 1:50 PM  
**SOURCE:** Website  
**NAME:** Brett Parry

---

**COMMENT:**

I'm in favor of a TRAM up the canyon...similar to what you see in Europe. Driving in all the traffic during the ski season isn't very fun. **(32.2.9D)**

**COMMENT #:** 2602  
**DATE:** 7/9/21 2:03 PM  
**SOURCE:** Email  
**NAME:** Logan Griffith

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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Sincerely,

Logan Griffith

Salt lake city, UT

**COMMENT #:** 2603  
**DATE:** 7/9/21 2:07 PM  
**SOURCE:** Email  
**NAME:** Quinn Graves

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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Sincerely,

Quinn Graves  
Park City, UT

**COMMENT #:** 2604  
**DATE:** 7/9/21 2:16 PM  
**SOURCE:** Email  
**NAME:** Rosie Serago

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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Sincerely,

Rosie Serago  
Salt Lake City, UT

**COMMENT #:** 2605  
**DATE:** 7/9/21 2:17 PM  
**SOURCE:** Website  
**NAME:** Marissa Siegrist

---

**COMMENT:**

As a resident who lives right on Wasatch, I am not in support of widening the road. It is difficult enough as is to exit the driveway while people are speeding down the road like a freeway. I can't imagine trying to fight more lanes of that. Adding a hub at La Caille would simply add more congestion. **(32.2.6.2.2A)** The best option is to provide more public bus transportation, tolling for private vehicles during a specified time period, and providing more incentive to use public transportation. **(32.2.4A)**

**COMMENT #:** 2606  
**DATE:** 7/9/21 2:17 PM  
**SOURCE:** Email  
**NAME:** Amanda Ashley

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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Sincerely,

Amanda Ashley

Brighton, UT

**COMMENT #:** 2607  
**DATE:** 7/9/21 2:26 PM  
**SOURCE:** Email  
**NAME:** Brad White

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

I travel from out of state to the Wasatch Front for the beauty and not the technology. Please take more time to consider your decisions.

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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Sincerely,

Brad White

Livermore, CA

**COMMENT #:** 2608  
**DATE:** 7/9/21 2:30 PM  
**SOURCE:** Email  
**NAME:** Kyle Esplin

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

I value the wildness and beauty of the Wasatch Mountains. Please preserve our natural Beauty. 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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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Sincerely,

Kyle Esplin

Cottonwood Heights, UT



**COMMENT #:** 2609  
**DATE:** 7/9/21 2:31 PM  
**SOURCE:** Website  
**NAME:** Mark Snyderman

---

**COMMENT:**

Gondola seems crazy, too expensive, unsightly and won't be utilized enough. (32.2.9E, 32.2.4A, and 32.17A) I prefer more buses and snowsheds (32.2.9A)

**COMMENT #:** 2610  
**DATE:** 7/9/21 2:34 PM  
**SOURCE:** Email  
**NAME:** Barbara Thornton

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

My children, all our children, deserve to have the beauty, majesty, and diversity of the mountains preserved for them and future generations. Our watershed and air shed are already at a critical tipping point. It is dangerous to trade our precious natural resources for dollars, and our increasing wildfires, droughts, and mudslides are proof of that. **(32.29G)**

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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Sincerely,

BARBARA THORNTON  
MILLCREEK, UT

**COMMENT #:** 2611  
**DATE:** 7/9/21 2:40 PM  
**SOURCE:** Email  
**NAME:** Evanny Schaffer

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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):

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Sincerely,

Evanny Schaffer  
Salt Lake City, UT

**COMMENT #:** 2612  
**DATE:** 7/9/21 3:04 PM  
**SOURCE:** Email  
**NAME:** Sophia Paradis

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 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? (30.20B)
- 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. **(32.2.6.5G)**
- 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? **(32.1.2B and 32.13C)**
- 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! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** 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 **(32.2.2I)**.

Sincerely,

Sophia Paradis

Sandy, UT

**COMMENT #:** 2613  
**DATE:** 7/9/21 3:05 PM  
**SOURCE:** Email  
**NAME:** Haley Rodgers

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 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? (30.20B)
- 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. **(32.2.6.5G)**
- 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? **(32.1.2B and 32.13C)**
- 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! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** 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 **(32.2.2I)**.

Sincerely,

Haley Rodgers

Bountiful, UT

**COMMENT #:** 2614  
**DATE:** 7/9/21 3:08 PM  
**SOURCE:** Website  
**NAME:** Steve Achelis

---

**COMMENT:**

I am strongly in favor of the enhanced bus service **(32.2.9A)** and STRONGLY opposed to gondola proposal. The gondola will serve the ski resorts (summer and winter) and exclude people with other destinations (e.g., climbers, skiers, mountain bikers, hikers, picnic, etc). **(32.2.4A and 32.2.9E)**

**COMMENT #:** 2615  
**DATE:** 7/9/21 3:15 PM  
**SOURCE:** Email  
**NAME:** Marri Brown

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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- 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. **(32.2.6.5G)**
- 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? **(32.1.2B and 32.13C)**
- 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! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** 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 **(32.2.2I)**.

Sincerely,

Marri Brown

Salt Lake City, UT

**COMMENT #:** 2616  
**DATE:** 7/9/21 3:16 PM  
**SOURCE:** Email  
**NAME:** David Tolman

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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- 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. **(32.2.6.5G)**
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- 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! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** 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 **(32.2.2I)**.

Sincerely,

David Tolman

Millcreek, UT



**COMMENT #:** 2617  
**DATE:** 7/9/21 3:25 PM  
**SOURCE:** Email  
**NAME:** Stanford Pitcher

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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Don't need gondola **(32.2.9E)** or road expansion **(32.2.9C)** just need to limit road usage to buses **(32.2.2B)**. Long term solution is a train to PC **(32.2.2N)** and then from there to Brighton and Alta via tunnels **(32.2.2H)**.

Sincerely,

Stanford Pitcher

Salt Lake City, UT

**COMMENT #:** 2618  
**DATE:** 7/9/21 3:32 PM  
**SOURCE:** Email  
**NAME:** Georgiana Knox

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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):

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- 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! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** 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. **(32.2.2I)**.

Sincerely,

Georgiana Knox  
Salt lake city, UT

**COMMENT #:** 2619  
**DATE:** 7/9/21 3:37 PM  
**SOURCE:** Email  
**NAME:** Madelyn Lee

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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). **(32.1.2B)**
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- 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. **(32.2.6.5G)**
- 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? **(32.13B and 32.13C)**
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Sincerely,

Madelyn Lee  
Park City, UT

**COMMENT #:** 2620  
**DATE:** 7/9/21 3:49 PM  
**SOURCE:** Website  
**NAME:** Cloyd Greenhalgh

---

**COMMENT:**

I believe the gondola approach is a good solution. (32.2.9D)

**COMMENT #:** 2621  
**DATE:** 7/9/21 3:58 PM  
**SOURCE:** Email  
**NAME:** Mitchell Frankel

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.1B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 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? **(32.20B)**
- 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. **(32.2.6.5G)**
- 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? **(32.13B and 32.13C)**
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Sincerely,

Mitchell Frankel

SLC, UT

**COMMENT #:** 2622  
**DATE:** 7/9/21 4:40 PM  
**SOURCE:** Website  
**NAME:** Benjamin Kalm

---

**COMMENT:**

I am in favor of the Gondola approach to Little Cottonwood Canyon given the lower environmental impact compared to widening the road. **(32.2.9D)**

**COMMENT #:** 2623  
**DATE:** 7/9/21 4:59 PM  
**SOURCE:** Website  
**NAME:** Ronna Cohen

---

**COMMENT:**

Bus is preferred choice. Gondola will only benefit the developers. (32.2.9E)

**COMMENT #:** 2624  
**DATE:** 7/9/21 5:33 PM  
**SOURCE:** Website  
**NAME:** Dan Meldrum

---

**COMMENT:**

Why are the buses going to be diesel, now is the time to protect our environment and have electric buses. The gondola will be electric and the buses should be too. That way the comparison will be similar and no option should impact the environment negatively. **(32.2.6.3F)**



**COMMENT #:** 2625  
**DATE:** 7/9/21 5:36 PM  
**SOURCE:** Website  
**NAME:** Linda Spira

---

**COMMENT:**

Please use public lots, make buses only on weekends, and run them fast and continuously up and down the canyon. **(32.2.9A)** Do not construct a gondola. **(32.2.9E)**

**COMMENT #:** 2626  
**DATE:** 7/9/21 5:59 PM  
**SOURCE:** Website  
**NAME:** Maggie Loring

---

**COMMENT:**

As a 20 year staff member in Little Cottonwood Canyon, I would like to support the Gondola option. I have spent way too many hours on busses during avalanche prone days, and countless additional time trying to match my schedule to dodge traffic to get to the bus and plan for the potential of the road being backed up. The Gondola would be able to run over the canyon despite the traffic or even most weather. It would keep cars out of the canyon and provide reliable up and down transportation that would fit most any schedule. Families could get up the hill with their kiddos in tow and not need to navigate parking before arriving at programs or skiing and riding together. Please consider this option as a plus for guests and staff alike. I would welcome the idea of sleeping in my own bed on a storm day! Thank you. ((32.2.9D))

**COMMENT #:** 2627  
**DATE:** 7/9/21 8:39 PM  
**SOURCE:** Website  
**NAME:** Joe Gatti

---

**COMMENT:**

Thank you for the opportunity to comment on the LCC EIS. Some context. I live in Wyoming but have considered Alta/Snowbird my “home” area and have been a season ticket holder for many years. So I don’t consider myself a tourist who skis for a week in March but am on the mountain on day one of the season and on closing day and as many days in between as I can. I generally am by myself and love to get to the Collins parking lot early, chill out in the GMD with friends I’ve met over the years, have some coffee and leisurely put myself together for the day. I’m in the lift line early and usually am on one of the first ten chairs. I’m also a brown-bagger so am not likely to be spending a lot of time in the restaurants on the hill. So perhaps I’ve been spoiled over the years being able to drive to the area, not having to schlep my stuff on and off a bus or other conveyance and having access to a variety of equipment and clothing contained in my vehicle. I have tried using the buses many times but it always required a lot more planning and schlepping my stuff was always a hassle. So no matter which “solution” is decided upon, I lament the loss of freedom of movement in space and time that public transportation invariably imposes. I understand the issues involved very well and have experienced most of the problems that occasionally occur. One issue that isn’t coming up yet is the cost to individual skiers to use the gondola or buses. **(32.2.4A)** If transportation is included in season passes how much more will be charged. **(32.2.4A)** I doubt that the ski areas themselves will help out much since they have to make a profit. Will the Utah taxpayer be willing to foot the operational costs in the interest of increased tourism? I doubt it. For me the quality of the mountain experience is paramount. I’ll weigh that against convenience and cost to make a decision whether to continue my relationship with the ski areas. I’m afraid that no matter which transport system is chosen, the character of the skiing experience and cost will change for the worse. I hope I’m proven wrong.

**COMMENT #:** 2628  
**DATE:** 7/10/21 12:59 AM  
**SOURCE:** Website  
**NAME:** Jenifer Baxter

---

**COMMENT:**

please consider increasing bus usage over Gondola! Value our canyons and communities more than the almighty \$\$\$. More is not always better when it means damage to our beautiful Canyons. **(32.2.9A)**

**COMMENT #:** 2629  
**DATE:** 7/10/21 4:56 AM  
**SOURCE:** Website  
**NAME:** Hillary Terrell

---

**COMMENT:**

I like the idea of less emissions and better air and management of travel. **(32.10A)** However the look of this ruins the beauty of little cottonwood canyon. Maybe there can be a way to make it not so commercialized. **(32.10A)**

**COMMENT #:** 2630  
**DATE:** 7/10/21 7:36 AM  
**SOURCE:** Website  
**NAME:** Susan Squire

---

**COMMENT:**

How does the wind not affect a gondola? **(32.2.6.3K)** it does the snowbird tram.it looks like development for a new mall at the gondola base.who is going to profit from that? **(32.2.2X)**

**COMMENT #:** 2631  
**DATE:** 7/10/21 8:39 AM  
**SOURCE:** Website  
**NAME:** Thomas Thomas

---

**COMMENT:**

As an avid outdoorsman who spends much of his time in the Wasatch Mountain's, I believe that this gondola project is way overdue. **(32.2.9D)**

Personally though, I believe the project is too small. It only reduces traffic in Little Cottonwood Canyon instead of both canyons.

From the end of the current proposal in Alta to the city of Brighton it's only about a mile. I would like to see two more support structures and a station in Brighton. As long as you're spending billions of taxpayer dollars you might as well finish the project the right way. **(32.2.2Q)**

**COMMENT #:** 2632  
**DATE:** 7/10/21 9:10 AM  
**SOURCE:** Website  
**NAME:** Joyce Sanford

---

**COMMENT:**

I am writing to express my support for the gondola over more buses. **(32.2.9D)** Putting more buses on the road DOES NOT solve the backup and delays on LCC canyon on bad weather days. **(32.7C)** A good example is last April 14, 2021. Big Cottonwood canyon was closed down in both directions above the S turn as a bus was sideways on the road. At the same time the Bypass road was closed down in Little Cottonwood canyon for a bus slide off. We need a solution that is NOT weather related. Also we need police at the bottom of the canyon checking for snow tired and 4 wheel drive no matter what plan is selected. **(32.2.2M)**



**COMMENT #:** 2633  
**DATE:** 7/10/21 9:37 AM  
**SOURCE:** Website  
**NAME:** Mike Deagle

---

**COMMENT:**

I think we should put in the Gondola. **(32.2.9D)**

**COMMENT #:** 2634  
**DATE:** 7/10/21 9:38 AM  
**SOURCE:** Website  
**NAME:** Shea Deagle

---

**COMMENT:**

We should have a gondola! **(32.2.9D)**

**COMMENT #:** 2635  
**DATE:** 7/10/21 10:20 AM  
**SOURCE:** Website  
**NAME:** Dayna Greene

---

**COMMENT:**

I am very unhappy with the plans to widen Wasatch Blvd and not implement slower speeds and properly accomodate bikes and alternative transit.

There has been inadequate screening to develop a design which meets the requirements of a residential neighborhood including slower speeds for egress/ingress to intersecting streets, numerous buffered cross walks & traffic calming features for lower speeds, and buffered bike lanes for Utah's highest cycling/running roadway section. **(32.2.6.2.2A)**

UDOT inadequately screened potential of north/south, non-stop bus transit utilizing existing arterials to alleviate projected rush hour congestion for SR 210. A screening based on a modernized, non-stop bus service in which southeastern SL Valley riders collect at a transit stop (s) in Sandy and are delivered to East Bench Cultural District/U of U along Highland/I-215/Foothill Drive must occur before a build out of Wasatch Blvd for projected 2050 traffic, based on an antiquated UDOT 2015 survey, is confirmed. **(32.2.2AA)**

**COMMENT #:** 2636  
**DATE:** 7/10/21 11:38 AM  
**SOURCE:** Website  
**NAME:** Dasch Houdeshel

---

**COMMENT:**

I strongly support the gondola option IF it is combined with a large base facility that includes restaurants and bars, retail and rental shops, and condos. My vision is of a Whistler-Blackcomb style base where people WANT to start and end their adventures into Little Cottonwood year round. It can NOT just be a bus transfer station, it MUST include amenities where people want to spend time.

This will likely require the use of rezoning and/or the use of eminent domain to acquire a large enough footprint, however, the good of the masses should justify the taking of private property rights from a few (with appropriate compensation, of course). **(32.2.6.3X)**

We must stop development and expansion by the resorts, especially in the riparian corridors, because a healthy watershed is critical to the protection of our drinking water supply. But the watershed is already ruined below the major diversion point at the mouth of the Canyon, so we might as well focus development where it does the least environmental harm downstream. **(32.20C)**

I strongly believe that the combination of an attractive base facility, an efficient gondola system, and the latest trend in resorts charging for parking will maintain Little Cottonwood as a world-class resort destination, allow for continued increases in skier days, and restrict future expansion in the canyons. **(32.2.4A)**

**COMMENT #:** 2637  
**DATE:** 7/10/21 12:35 PM  
**SOURCE:** Website  
**NAME:** MW Paterson

---

**COMMENT:**

Put in gondola. **(32.2.9D)** Should be have been done 40 years ago. Wider road and snow sheds more eyesore than gondola. **(32.17A and 32.17B)** Buses and cars with California drivers or no snow tires will still slide off the road or back up traffic on stormy days. Gondila will be go the only profitable transpo for UTA or Idiot, as it will be a major attraction as well as transpo to get up canyon. Current road will still work for those who go mid canyon. Gondola work well on Europe.

**COMMENT #:** 2638  
**DATE:** 7/10/21 12:53 PM  
**SOURCE:** Website  
**NAME:** Hal Crimmel

---

**COMMENT:**

I support the bus option. **(32.2.9A)** The gondola seems to disproportionately benefit the ski areas, developers at the bottom on the canyon and out-of-town visitors, and will mar the views of the canyon with the lift support towers. **(32.2.7A, 32.2.2 and 32.17A)** Plus, 1000/hour capacity-how does that work on a day where thousands more will take to the slopes? **(32.2.6.5N)**

**COMMENT #:** 2639  
**DATE:** 7/10/21 2:31 PM  
**SOURCE:** Website  
**NAME:** JOHN THOMAS

---

**COMMENT:**

I support the Enhanced Bus Service Peak Shoulder Land Expansion alternative. **(32.2.9B)** The visual impacts of the gondola alternative are massive and unacceptable. The structures and cars would drastically and permanently change the character of the canyon. **(32.17A and 32.17B)** While the gondola may provide greater reliability on paper, the improvements for the highway including snow sheds and better traffic flow will improve reliability of the enhanced bus alternative. The permanent sacrifice of the canyon's beauty for a modicum of improved reliability is not a trade-off that is worth even considering. Wildlife habitat impacts of the road widening are minor given the reduced value of habitat adjacent to the road and the very small percentage of canyon-wide habitat that will be lost. **(32.13B)**

**COMMENT #:** 2640  
**DATE:** 7/10/21 2:41 PM  
**SOURCE:** Website  
**NAME:** Salvatore Mele

---

**COMMENT:**

There are countless incidents every year where people get stuck in the canyon due to high volumes of traffic and speaking from experience, those conditions can be very unsafe. **(32.29D)**



**COMMENT #:** 2641  
**DATE:** 7/10/21 3:05 PM  
**SOURCE:** Website  
**NAME:** Wyatt F

---

**COMMENT:**

#TeamGondola

I think the gondola balances the need for infrastructure with the least amount of impact on the canyon for our generation and generations to come. **(32.2.9D)**

**COMMENT #:** 2642  
**DATE:** 7/10/21 4:07 PM  
**SOURCE:** Website  
**NAME:** Bob Haedt

---

**COMMENT:**

The gondolas makes way more sense that a bus option. (32.2.9D)

**COMMENT #:** 2643  
**DATE:** 7/10/21 5:49 PM  
**SOURCE:** Website  
**NAME:** Isaac Lindetrom

---

**COMMENT:**

We need the bus!!!! **(32.2.9A)** We can't have the gondola destroying the views in the canyon. **(32.17A)**  
Plus UDOT knows how to build and manage roads, don't go building something that will end up  
breaking down and costing more than doing buses.

**COMMENT #:** 2644  
**DATE:** 7/10/21 6:11 PM  
**SOURCE:** Website  
**NAME:** Tim Wakeling

---

**COMMENT:**

The gondola option makes much more sense - reduce traffic and road construction. It gets my vote.  
**(32.2.9D)**

**COMMENT #:** 2645  
**DATE:** 7/10/21 6:20 PM  
**SOURCE:** Website  
**NAME:** Sydnie Furton

---

**COMMENT:**

In support of the gondola! **(32.2.9D)**

**COMMENT #:** 2646  
**DATE:** 7/10/21 6:24 PM  
**SOURCE:** Website  
**NAME:** Shelli Armstrong

---

**COMMENT:**

I do not want to see more asphalt and pavement as a bandaid fix to the traffic and congestion happening in this area. We need better ways to move people and a more people-centric rather than car-centric solution. **(32.2.9C)**

**COMMENT #:** 2647  
**DATE:** 7/10/21 6:45 PM  
**SOURCE:** Website  
**NAME:** Adam Kantor

---

**COMMENT:**

I would vote for and fully support the gondola solution **(32.2.9D)**.

**COMMENT #:** 2648  
**DATE:** 7/10/21 7:08 PM  
**SOURCE:** Website  
**NAME:** John Pollack

---

**COMMENT:**

In favor of a Cottonwood Canyon Gondola **(32.2.9D)**



**COMMENT #:** 2649  
**DATE:** 7/10/21 8:30 PM  
**SOURCE:** Website  
**NAME:** Dieter Holstein

---

**COMMENT:**

Please don't ruin the canyon with towers that will require service roads and excavation to create!  
(32.17A and 32.2.6.5L)

**COMMENT #:** 2650  
**DATE:** 7/10/21 10:24 PM  
**SOURCE:** Website  
**NAME:** Bertrand Serlet

---

**COMMENT:**

100% for the gondola. Investment for the future! **(32.2.9D)**

**COMMENT #:** 2651  
**DATE:** 7/11/21 12:13 AM  
**SOURCE:** Website  
**NAME:** Koly Swistak

---

**COMMENT:**

I am in favor of the Enhanced Bus Service in Peak-period Shoulder Lane Alternative for Little Cottonwood Canyon. **(32.2.9B)** The Gondola from La Caille to the resorts is a solution for businessmen and their profits NOT for the people of the Salt Lake Valley and their guests. It is certainly not a long term solution. **(32.2.7A and 32.7C)** I worry about the access for recreationists using the canyon in the summer to go hiking as well as winter public land users who won't be able to utilize the gondola to access classic trailheads like White Pine. **(32.2.6.3C)** Alta and Snowbird resorts love to sing that they are the reason the road is even maintained in the winter but at the end of the day their taxes don't add up to what UDOT spends each winter. Sure they, but we the tax payers subsidize them not the other way around. **(32.2.7A)**

None of the solutions are perfect and no public transit solution will be widely adopted without a massive culture shift in the Salt Lake Valley. The novelty of a Gondola will wear off and the idea of transitioning 3 times to get to the resort will wear down on travelers. **(32.2.4A)** The enhanced bus service has both the shortest travel time and the least amount of transfers. Additionally, keeping vehicle travelers at the mobility hub before Big and Little Cottonwood will reduce traffic near the neighborhoods along Wasatch Blvd. This benefit will not be reaped with transit hubs at La Caille.

If we're to learn from the US's past transit mistakes, perhaps we can look at the attempted conversion of MPH to Kilometers PH in the 80s. Instead of giving citizens both measurements on new signage to learn metric speeds, we gave them KPH only and said "figure it out!" The metric system has little hope returning to this day because of the backlash to the abrupt switch.

In the context of a better travel experience in LCC, are we really going to be able to get enough citizens to stop driving their car, which they pack up at their home, and unpack at the resort parking lot currently, to immediately start using a transit system that asks them to drive their car to a parking lot, get on a bus, then get on a gondola? **(32.2.4A0)**

**Change should come slowly and carefully to LCC and the community.**

**According to the data provided by UDOT, typical travel type for the enhanced bus service and the personal vehicle will be nearly identical. Perhaps faster with bus only travel lanes when the Red Snake is in full force! Why not give the people an easy option with the least amount of impact on recreation outside of the resorts?**

**It would be a shame and tragedy to install a Gondola with a permanent environmental footprint (and eyesore) to have it fall into disrepair because the state was listening to private business interests instead of the will of the people. (32.17A and 32.2.7A)**

Little Cottonwood Canyon is not just a driveway to luxury ski resorts. It is public land that we all share; the magic of Little Cottonwood Canyon can be experienced anywhere from the entrance to the top of Catherine's Pass. We need to focus on everyone's access to the magic, no matter their ability to buy a ski pass.

**COMMENT #:** 2652  
**DATE:** 7/11/21 6:26 AM  
**SOURCE:** Website  
**NAME:** Gabe Herr

---

**COMMENT:**

Maybe instead of a gondola they could do a European-style rail line that could run parallel to the road with minimal road expansion while preserving more natural area/minimizing impact? **(32.2.9F)**

**COMMENT #:** 2653  
**DATE:** 7/11/21 7:18 AM  
**SOURCE:** Website  
**NAME:** ALEXANDRA SHCHUR

---

**COMMENT:**

A gondola would be a logical long term solution, in regard to pollution, safety, and accessibility for travel to and from little cottonwood canyon **(32.2.9D)**

**COMMENT #:** 2654  
**DATE:** 7/11/21 7:39 AM  
**SOURCE:** Website  
**NAME:** Barbara Jordan

---

**COMMENT:**

Please do not take a beautiful canyon and trash it with a gondola. **(32.2.9E and 32.17A)** Keep the traffic to the road whether cars or buses. Let us sit in a house, condo, ski lodge, lift, car or bus and enjoy the stunning views nature gave us. Realistically, being used heavily for four months a year, it is not worth the destruction to a beautiful canyon. No to a gondola.

**COMMENT #:** 2655  
**DATE:** 7/11/21 8:15 AM  
**SOURCE:** Website  
**NAME:** Suzanne Bounous

---

**COMMENT:**

We are on board for the gondola proposal. **(32.2.9D)** We have been on these 32 passenger gondolas in Zermatt a year ago. They were clean, efficient, quiet and far superior to trains, buses and automobiles and the exhaust and pollution they spew (besides their physical footprints). **(32.10A)** Once constructed the gondolas are a huge step into the future instead of backwards. We are going on the assumption that owners of property and proprietors, delivery trucks, etc. will still have access to their property in LCC (as they do successfully in Zermatt.). We vote for the gondola solution not the bus/vehicle pollution. **(32.2.4A)**

**COMMENT #:** 2656  
**DATE:** 7/11/21 8:27 AM  
**SOURCE:** Website  
**NAME:** Steve Bounous

---

**COMMENT:**

I have taken this 32 passenger gondola in Europe, its clean, quiet, and efficient, It would be a reliable source of transportation up the canyon during storms, avalanche danger, flooding and road closures, and it would eliminate congestion and pollution on the road and in the canyon. This is a long term great solution to an existing problem that will only get worse in the future. More busses are a bandaid, a gondola would be a solution for the future generations to come. Learn from Europes experience.  
**(32.2.9D)**



**COMMENT #:** 2657  
**DATE:** 7/11/21 11:14 AM  
**SOURCE:** Website  
**NAME:** Margaret Miller

---

**COMMENT:**

I believe the gondola option is the best choice: both for fewer road closings due to avalanches and for improvement of air quality in the canyon. **(32.2.9D and 32.10A)** One question: who is going to be taxed to pay for this project? **(32.2.7A)**

**COMMENT #:** 2658  
**DATE:** 7/11/21 1:15 PM  
**SOURCE:** Website  
**NAME:** Jadwiga Frasol

---

**COMMENT:**

No widening of Wasatch Boulevard please **(32.2.9L)**

**COMMENT #:** 2659  
**DATE:** 7/11/21 2:08 PM  
**SOURCE:** Website  
**NAME:** Jackson Schor

---

**COMMENT:**

Gondola is a bad idea for many obvious reasons. It would not be able to run during the times where the problem needs to be solved. We should start with increased parking and a shuttle system along with the busses. Many would use a shuttle if they could easily park at peak hours. These solutions would need to be built even if we went with a gondola, so why not start with them first and try. **(32.2.9A)**

**COMMENT #:** 2660  
**DATE:** 7/11/21 2:26 PM  
**SOURCE:** Website  
**NAME:** Carol Kathleen Stark

---

**COMMENT:**

I have seen the influx of traffic up and down LCC since 1973. This is an issue that must be addressed, however, a gondola is pure insanity! **(32.2.9E)** An electric bus system is much more logical and environmentally will have far less harm on the environment and the quality of our water. **(32.2.9B, 32.2.6.3F, 32.12B)** The expense will be on the taxpayer, not our visitors. **(32.2.7A and 32.2.4A)** Locals will not use it. **(32.2.4A)** That means it'll only get support from those who just visit, stay a week or two and be gone. We will be left with the bill and the eventual deterioration of our wildlife, plants, water and quality of life. **(32.13A and 32.12A)** I don't believe the TOT will be much of a source of income for the purposes of paying for the absurd idea of a gondola! I cannot even fathom the detrimental harm it would do to the wildlife, the plant life and our water. **(32.13A and 32.12A)**

I strongly disagree with a gondola and encourage utilizing an electric bus system. I understand that it will require expanding the road, but that is much more kinder on the environment than the construction of a gondola and it's support buildings. With Snowbird having regenerative capabilities, this can be a continuation of smart energy and respect of the environment and how we can use that energy for the purposes of charging the busses. And with hybrids, you re-capture the energy going down hill. The combination of bus and re-generative energy, even with expanding the width of the road, I believe is a better solution. No gondola!!!

Thank you for your attention,  
Kathy Stark

**COMMENT #:** 2661  
**DATE:** 7/11/21 2:46 PM  
**SOURCE:** Website  
**NAME:** Marshall Baillie

---

**COMMENT:**

I am not a supporter of the gondola. (32.13A and 32.12A) I support increased buses and valley base parking solutions. (32.2.2I)

**COMMENT #:** 2662  
**DATE:** 7/11/21 3:42 PM  
**SOURCE:** Website  
**NAME:** Kathryn Zufall

---

**COMMENT:**

I am in favor of the proposed gondola option for Little Cottonwood Canyon. I am an owner at The Lodge at Snowbird. **(32.2.9D)**

**COMMENT #:** 2663  
**DATE:** 7/11/21 4:24 PM  
**SOURCE:** Website  
**NAME:** Kraig Kirk

---

**COMMENT:**

I like the idea of avalanche sheds to keep the canyon open and safe during winter. **(32.2.9K)** I think the tram is a good idea but I am not for the tax payer footing the bill for Alta and Snowbird. **(32.2.7A)** Those two resorts only seem to make money from December to March; only 4-5 months. I don't see the tram making enough money during spring, summer, or fall to be worth the cost. **(32.2.4A)** The IKON pass is a problem because it brings in too many people. Ticket prices used to be in line with demand at Alta and Snowbird. The resorts are starting to charge for parking which will eliminate some drivers and some will convert to bus riding. UTA will likely be converting to EV busses so they will be clean too. More busses and forget the tram. **(32.2.6.3F, 32.2.9A and 32.2.9D)** An electric monorail would be a better plan if it made a large loop to accommodate all the Wasatch resorts and sights. Please nix the rather expensive gondola idea. **(32.2.2I)**

**COMMENT #:** 2664  
**DATE:** 7/11/21 4:33 PM  
**SOURCE:** Website  
**NAME:** Joe Brown

---

**COMMENT:**

I am personally more likely to ride a gondola than a bus. I think people will enjoy the gondola experience more than the bus experience. I also believe the gondola will be an attraction that brings people to the area helping business and more people enjoy the beautiful canyon. **(32.2.9D)**



**COMMENT #:** 2665  
**DATE:** 7/11/21 5:47 PM  
**SOURCE:** Website  
**NAME:** Val Johnson

---

**COMMENT:**

Please develop the gondola! **(32.2.9D)**

**COMMENT #:** 2666  
**DATE:** 7/11/21 6:41 PM  
**SOURCE:** Website  
**NAME:** Krista Olson

---

**COMMENT:**

Personally, I think the extra bus lane would be more beneficial for Little Cottonwood Canyon. Having the extra bus lane and extra buses leaving to get skiers up the hill would be very beneficial. Then using those lanes for the Summer time for bikers and also for trailhead parking for cars along the side of the road. I feel that option would trailer to all year round needs instead of the gondola which would only be used during the winter months. **(32.2.9B)**

**COMMENT #:** 2667  
**DATE:** 7/11/21 6:51 PM  
**SOURCE:** Website  
**NAME:** David Jones

---

**COMMENT:**

I am a Utah born skier and hiker and Backcountry enthusiast who learned to ski at Alta in the 60s I strongly support the gondola option but I suggest that a third station be added at the white pine trailhead as this is a high traffic area year-round even without this edition I strongly support the gondola option option **(32.2.9D and 32.2.6.5G)**

**COMMENT #:** 2668  
**DATE:** 7/11/21 7:08 PM  
**SOURCE:** Website  
**NAME:** David Montgomery

---

**COMMENT:**

I feel that the gondola with parking structures at the base near La Caille is the best way to manage traffic in Little Cottonwood Canyon with the least environmental impact. The gondola will be a wonderful addition to the canyon for Winter skiing and for Summer public visits! **(32.2.9D)**

**COMMENT #:** 2669  
**DATE:** 7/11/21 7:34 PM  
**SOURCE:** Website  
**NAME:** Allan Post

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**COMMENT:**

Don't widen the road. It's a huge waste of money ,infringes on rights of homeowners along the proposed widening, and it's a horrible waste of money, and totally unnecessary. **(32.2.9C)**

**COMMENT #:** 2670  
**DATE:** 7/12/21 12:23 AM  
**SOURCE:** Website  
**NAME:** Mikayla Willis

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**COMMENT:**

A gondola is a bad idea for many reasons. **(32.2.9E)** The biggest reason is that it will attract many more tourists and people who don't belong in little cottonwood based on their skiing ability etc. I'm afraid of Little Cottonwood being stripped of its culture like Park City and Canyons resorts. Everyone is already making money, it would be disappointing to see little cottonwood become commercialized along with every other ski resort in Utah. I'm 17 years old and with the current inflation in Park City and Little Cottonwood it's going to be very difficult to afford to live in my home town without some sort of life changing compromise. I don't want to see this progress any faster alongside with all the locals. Eventually all the locals are going to get pushed out except the very wealthy ones if we keep moving at this rate. Although it's a given we will need to compromise and adapt, it would be really cool if we were considered primarily over the short term advantages of putting tourists first. **(32.6A)** The economy can't keep inflating forever and when it does crash again there won't be any support from the locals because they will all be gone. It is very special and exciting to get stuck in little cottonwood because on snow! I've had some of the best experiences of my life stuck in The Cliff Lodge, The Iron Blossom, and Gold Minors Daughter!!!

**COMMENT #:** 2671  
**DATE:** 7/12/21 7:04 AM  
**SOURCE:** Website  
**NAME:** Ann Carter

---

**COMMENT:**

Please get cars out of the canyon and use electric busses. **(32.2.2B and 32.2.6.3F)** Please no gondola to ruin our canyon!!

**COMMENT #:** 2672  
**DATE:** 7/12/21 7:37 AM  
**SOURCE:** Website  
**NAME:** Michael Carnes

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**COMMENT:**

I'm a resident of Cottonwood Heights. I strongly prefer the bus option--especially if the buses are electric or fuel-cell (another version of electric). **(32.2.9A and 32.2.6.3F)** This can be done without a special bus lane and the destruction required to build that lane. The focus can be on maintaining the road we have. Bus service can also be scaled as needed.

A gondola is a terrible idea. It's all-in before you have a single ride **(32.2.9E and 32.2.6.5A)**. Towers and stations must be built at great cost and a great disturbance of the area. **(32.13A)** The gondolas are oriented toward the ski business and it's quite likely that ski resorts will shrink as our climate continues to warm. In 20 years, gondolas may be very expensive white elephants. **(32.2.2E)**

Buses are a much better option. They can serve hikers, skiers and picnickers on an equal basis. If canyon traffic increases, add more buses. If it shrinks, take off a few. Car traffic can be discouraged by requiring passes and so on. **(32.2.6.3C and 32.2.6.3D)**

The situation in our canyons now is not an indicator of where we'll be in a few decades. Climate change is with us and it will very likely change the balance of canyon usage. Gondolas may solve a problem right now, but it's important to think ahead.



**COMMENT #:** 2673  
**DATE:** 7/12/21 7:52 AM  
**SOURCE:** Website  
**NAME:** Penny Jameson

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**COMMENT:**

Please, please do not do anything that will increase the number of people in the canyons. **(32.1.2B, 32.20A, and 32.20C)** If they are to be preserved, the use is going to need to be limited. Do NOT add a transportation option that increases the number of people. **(32.20A and 32.20C)** So not gondola plus cars, or busses plus cars. Electric bus and no cars would be the most appealing to me. **(32.2.2B and 32.2.6.3F)** No road widening. **(32.2.9C)**

**COMMENT #:** 2674  
**DATE:** 7/12/21 8:25 AM  
**SOURCE:** Website  
**NAME:** Paul Bruno

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**COMMENT:**

I live on Escalade Circle, just off Wasatch Blvd between Big and Little Cottonwood Canyons. I've lived there for over 25 years. We used to be able to pull our children down Wasatch Blvd. in wagons ~ now you would be taking your life into your hands to attempt that.

And it's not because of increased traffic volume. It's due to the fact that nothing is done to slow the traffic speed. Vehicles and motorcycles race up and down that street without consequence. Traffic congestion has been frequently identified as the problem on Wasatch, but that's a false narrative. Traffic is only a minor inconvenience during peak commute hours or when a storm closes Little Cottonwood until the roads are cleared. **(32.2.6.2.2A and 32.7B)**

I am totally against expanding access to the ski resorts via road widening, gondolas, or cog trains. Access to the resorts should be restricted and limited. We do not need to tear up the canyon so that more skiers can get to the resorts faster. The resorts should limit access and utilize some sort of lottery system to sell tickets. **(32.2.2K and 32.2.4A)** It makes no sense to diminish the natural and irreplaceable canyon landscape so that a private entity can make more \$\$ while accommodating an extremely small segment of the population that can afford to ski. **(32.2.7A)**

What happens when the population of the valley doubles in the near future? Do we once again have a pressing need to enhance access to the canyons? What then?

Restrict access to the canyons now. Mandate carpools, double parking rates during peak demand, enforce speed limits on Wasatch Blvd. (redesign the street to include bike lanes and raised speed barriers). **(32.2.4A and 32.2.6.2.2A)**

Once you enhance access to these canyons, their grandeur will be lost forever...

**COMMENT #:** 2675  
**DATE:** 7/12/21 8:56 AM  
**SOURCE:** Website  
**NAME:** michael hargrove

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**COMMENT:**

The primary premise of the two options for a gondola or increased bus service is wrong. The objective should not be how to handle more people in the canyon. The objective should be how to limit people in the canyon. **(32.1.2B and 32.2.4A)**

Un-checked access has destroyed Bell Canyon and now has destroyed White Pines hiking. Skiing in LCC both in the resorts and in the backcountry is overcrowded.

We limit access in our national parks. We should do the same for the canyon. An annual parking pass of \$500 anywhere in the canyon should limit cars and serve as a forcing function for mass transportation and car pooling. If it doesn't, raise it the next year to a \$1000. **(32.2.4A)**

**COMMENT #:** 2676  
**DATE:** 7/12/21 9:21 AM  
**SOURCE:** Website  
**NAME:** Adam Riser

---

**COMMENT:**

I moved to the base of LCC years ago because I'm a rock climber, ice climber, and backcountry skier. It's incredibly sad to see all of the "fixes" for the congestion in the canyon focused around improving the ability to Alta and Snowbird to sell lift tickets. Why are we as taxpayers spending millions of dollars to help corporations make more money? **(32.2.7A)**

Not only will both of the main proposed alternatives destroy the world class bouldering in the canyon, but they'll also drastically limit access for those of us to want to simply enjoy the natural features this canyon has to offer. I see nothing mentioned about maintaining access to backcountry skiing or ice climbing during the winter. Everything is simply to help rich people get richer. **(32.4A, 32.4B and 32.2.4A)**

I simply cannot understand why drastically simpler and less expensive solutions have not been considered. If you just said that no cars without 4WD/AWD and winter-rated tires were allowed up the canyon during winter months (snow or not) and had enforcement at the bottom of the canyon, then it would drastically decrease the number of cars that went up the canyon, force people to carpool, and eliminate unsafe cars from being there when storms hit. Solutions like these are simple and cheap, but everything being proposed looks like it was done by someone with an old collage buddy who owns a gondola company. **(32.2.4A)**

This is not Chamonix. We don't need to link ski resorts to the cities below and crisscross our mountains with gondolas and trams. **(32.2.2Q)**

Of the options being proposed, I would prefer the bus option as the lesser of two evils. However, I think even that is a terrible and expensive idea compared to simply making sure that all cars that go up the canyon are actually equipped to handle winter driving conditions. **(32.2.9A)**

Think of the locals who moved here for the mountains before you spend millions to help corporations profit.

**COMMENT #:** 2677  
**DATE:** 7/12/21 9:23 AM  
**SOURCE:** Website  
**NAME:** kennard machol

---

**COMMENT:**

It seems obvious that a massive gondola would alter the character of the canyon and is just boondoggle gift to the ski industry at the expense of all those who engage in less well funded activities in the canyon **(32.2.9E)**

**COMMENT #:** 2678  
**DATE:** 7/12/21 9:34 AM  
**SOURCE:** Email  
**NAME:** Curtis Knight

---

**COMMENT:**

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 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? (30.20B)
- 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. **(32.2.6.5G)**
- 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? **(32.1.2B and 32.13C)**
- 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! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** 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 **(32.2.2I)**.

Also don't build a gondola that's so ridiculous and doesn't serve the majority at all. **(32.2.9E)**

Sincerely,

Curtis Knight  
133 W Fremont Ave  
SLC, UT 84101

**COMMENT #:** 2679  
**DATE:** 7/12/21 9:43 AM  
**SOURCE:** Website  
**NAME:** Madison Wood

---

**COMMENT:**

In favor of Gondola B **(32.2.9D)**

**COMMENT #:** 2680  
**DATE:** 7/12/21 10:08 AM  
**SOURCE:** Website  
**NAME:** Lezlie Adler

---

**COMMENT:**

I support beginning with buses with is environmentally friendly and financially viable, before anything else. This is an initial step that can be evaluated and other options considered if necessary. **(32.2.9A)**



**COMMENT #:** 2681  
**DATE:** 7/12/21 10:16 AM  
**SOURCE:** Website  
**NAME:** Steve Fitzwater

---

**COMMENT:**

Thank you for your time in reading this my concerns for the new tram is for one a few years back there was a downhill mountain biking trail going down Little Cottonwood Canyon it was fun but I'm pretty sure it was an illegal trail through White Pine area they shut it down They said due to watershed but the new tram would be going in the exact same spot the trail was so I don't understand is the watershed not important and if the tram does go in can we get the mountain bike trail back **(32.12A and 32.2.6.5I)** Also if taxpayers don't ski and snowboard should they have to pay for the tram or should Snowbird and Alta pay for it **(32.2.7A)** And third wheel out to be allowing snowboarders after this project or will the skiers have to share the tram with the snowboarders going to Snowbird this could create problems The snowboarders stock may wear off on the skiers and affect their mental health I would be more on board with this if Alta was allowing snowboarders **(32.29I)** Me myself personally ski and snowboard and think their policy is ridiculous

**COMMENT #:** 2682  
**DATE:** 7/12/21 10:29 AM  
**SOURCE:** Website  
**NAME:** Amber Banks

---

**COMMENT:**

The gondola is exactly what this canyon needs!! Super supportive! **(32.2.9D)**

**COMMENT #:** 2683  
**DATE:** 7/12/21 10:30 AM  
**SOURCE:** Website  
**NAME:** Jamie Fendler

---

**COMMENT:**

Please DO NOT widen Wasatch blvd. or build gondola. **(32.2.9L and 32.2.9E)** We need to limit capacity of our canyons in some way, not encourage more traffic and vehicles and parking. If you widen the road, you will make way for more high speed traffic and cars. **(32.2.6.2.2A and 32.20E)** We need regional bus stops all over the valley that help transport skiers to the mountains. Not a cluster of cars at the bottom of the canyons. A gondola will scar the canyon forever. **(32.2.2I and 32.17A)**

**COMMENT #:** 2684  
**DATE:** 7/12/21 10:44 AM  
**SOURCE:** Website  
**NAME:** Eric Johnson

---

**COMMENT:**

Please do not build a gondola. It would ruin a beautiful canyon. **(32.2.9E and 32.17A)** Increase bus frequency during peak hours in winter, build enough parking near the mouth of the canyon, and then heavily incentivize using the bus. **(32.2.9A and 32.2.4A)**

**COMMENT #:** 2685  
**DATE:** 7/12/21 10:52 AM  
**SOURCE:** Website  
**NAME:** Tracy Anderson-Dawson

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**COMMENT:**

Given the option I believe the Gondola makes more sense. I travel frequently and have skied at numerous resorts and have used both modes of transportation and by far prefer using a Gondola.  
**(32.2.9D)**

**COMMENT #:** 2686  
**DATE:** 7/12/21 11:07 AM  
**SOURCE:** Website  
**NAME:** Robert Parker

---

**COMMENT:**

Either a gondola or added road lanes will massively impact LCC's environment in negative ways. Rather than accept such massive impact, we should do nothing. **(32.2.9G)** The traffic problems that led to these discussions of major infrastructure changes occur on a limited number of days of excellent snow. **(32.1.4D)** Even if traffic is severe on those days, people that really want to ski on those days (and I'm an avid LCC resort skier) should accept that as the cost if they want to chase powder. **(32.1.2B)** It is a major error to irreversibly tarnish such a valuable resource like LCC with any one of more cars, gondola infrastructure, or more road infrastructure. Please consider doing nothing, other than possibly traffic measures that kick in when demand to LCC skyrockets (tolls, mandatory bus usage with many more buses running that day, or the like). **(32.2.4A and 32.2.9A)** Please protect LCC from unnecessary infrastructure and environmental degradation. It is such a treasure that most days of the year does not have any traffic problems.

**COMMENT #:** 2687  
**DATE:** 7/12/21 11:14 AM  
**SOURCE:** Website  
**NAME:** Samuel Bloom

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**COMMENT:**

There is no reason to alter the canyon and spend billions prior to exhausting every possible option!!! They should increase bus service and meter cars before permanent changes are made!!! **(32.2.9A and 32.2.4A)** Please please please please please please save this valuable natural resource that is little cottonwood. If increased bus service or metering the canyon is effective then these options can be implemented in big cottonwood canyon. Permanently altering the canyon is only going to influence the traffic in little. Please save our canyon and do not permanently mar this beautiful place.

**COMMENT #:** 2688  
**DATE:** 7/12/21 11:56 AM  
**SOURCE:** Website  
**NAME:** Christopher Taylor

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**COMMENT:**

Tax payers should not be paying for ski resort access. **(32.2.7A)** Additionally the gondola would be a gross eyesore and destroy the natural beauty that attracts people to this area. **(32.17A)** The only viable option is for the ski resorts to provide their own bus service and staging areas outside of the canyon. **(32.2.2S)** To be clear, no additional changes to the canyon should be made and any money spent to make access easier should be paid 100% by the ski resorts. **(32.2.9G)**



**COMMENT #:** 2689  
**DATE:** 7/12/21 12:10 PM  
**SOURCE:** Website  
**NAME:** Douglas Rush

---

**COMMENT:**

I believe the bus option is the best. **(32.2.9A)** As Robert Volker says: "The number of buses, origin of bus routes, stops within the canyon, time-of-year demands, and, even with replacing buses as technology evolves. Parking of cars is the actual problem. The base of the gondola would never have enough parking." **(32.2.6.2.1C)**

I rode the bus to Solitude for 2 years and it mostly works great (except when some idiot stops all transportation). However; bus service up LCC has not been as good.

In addition, ski lifts are not very reliable. When the gondola breaks (and it will) chaos will ensue. **(32.2.6.5K)**

We need to spend our money on bus stop parking and more buses. You can send those buses to National Parks in the summer. **(32.2.6.3E)**

**COMMENT #:** 2690  
**DATE:** 7/12/21 12:23 PM  
**SOURCE:** Website  
**NAME:** Nathan Jones

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**COMMENT:**

As an Uber/Lyft driver I would like to see reflectors installed on all the I-80 East and I-80 West bound lanes from Salt Lake City to Park City and Park City to Salt Lake City. It is dangerous to drive up the canyon roads in the winter during snow storms. Also please repaint the changing lane lines more frequently. **(32.29D)**

**COMMENT #:** 2691  
**DATE:** 7/12/21 1:02 PM  
**SOURCE:** Website  
**NAME:** Audrey Pines

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**COMMENT:**

I'm horrified that UDOT is even considering allowing a private's business to put a gondola down our pristine canyons that people use and love year round. No one wants a gondola flying over their heads while they are out enjoying the wilderness and outdoors. **(32.17A and 32.4I)** They have no right to destroy our solitude and beauty this way.

The enhanced bus service is 100% the correct way to go. **(32.2.9A)** If the bus service was managed properly it could be used year round, allowing access to hiking trips, the resorts, homes, extended service would allow people to have dinner, then safely ride the transit down the canyon, not just servicing the ski resort and La Caille. **(32.2.6.3C)** If La Caille wants wants a tourist attraction they can buy or hire open or two decker busses like they do in tourist towns. If Snowbird wants, they can hire helicopters to bring in their high end guests to lessen the wait time.

Thank you

**COMMENT #:** 2692  
**DATE:** 7/12/21 1:20 PM  
**SOURCE:** Website  
**NAME:** Emily Manwaring

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**COMMENT:**

I support the gondola!(**32.2.9D**)

**COMMENT #:** 2693  
**DATE:** 7/12/21 1:46 PM  
**SOURCE:** Website  
**NAME:** James Thompson

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**COMMENT:**

If I really had to make a choice between the two "preferred alternatives," the expanded bussing alternative is slightly better than the gondola. However, neither of them really solve the problem of too many cars in the canyon during winter peak times. **(32.2.4A and 32.7C)** Granted, the gondola appears pretty glitzy--but it will do nothing more than just create a huge parking nightmare in the proposed giant parking/transfer point at the the mouth of the canyon--which will become obsolete the day it opens. **(32.2.6.5E and 32.2.6.2.1C)** What really needs to happen is to drastically improve the transit system from around the valley so that people won't have to use their car to get to the mouth of the canyon to either ride a bus or a gondola. If this could happen, then there really wouldn't be a need to construct all those new lanes to the main canyon highway or to Wasatch Boulevard (already the residences along that Boulevard are very unhappy with proposals to make that street/road even more busy and congested). **(32.2.2I and 32.2.6.2.2A)** Additionally, the Gondola is nothing more than an expensive gift to the ski resorts--and in my opinion is obscenely ripping off the general public. Public monies would be better spent on improving the valley wide bus system as a whole, but then for Little Cottonwood Canyon--having 3 types of dedicated buses: 1. for Snowbird only; 2. for Alta Only; and 3. for cross-country skiers, snowshoers, and other trail or backcountry users stopping at major trailheads--i.e. White Pine for sure. **(32.2.6.3C and 32.2.6.3N)** Additionally, the fares for riding these buses should be more affordable than they are now--again, the fares could be offset by the money the state taxpayers would save by not adding more lanes, snowsheds, gondola towers, huge parking lots at the the canyon mouth, etc. , etc. Thank you for your attention. **(32.2.4A)**

**COMMENT #:** 2694  
**DATE:** 7/12/21 2:05 PM  
**SOURCE:** Website  
**NAME:** David Hackbarth

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**COMMENT:**

The Gondola option is being promoted by individuals who stand to benefit from it's construction and operation. It is a very very flawed option. **(32.2.9E)**

There is in adequate parking at the gondola base. This requires individuals to park remote to the gondola and load on a BUS to get to the gondola station. **(32.2.6.2.1C)** Then when the individuals get to snowbird. They will have to TRANSFER to another Gondola to go to Alta. Few people will accept this option due to cycle time and inconvenience. **(32.2.4A)** The artillery is used the Gondola must be shut down and post firing the cables and towers must be inspected before operation? Thus the uptime during high risk conditions will be reduced. The number of towers is another intrusion into the natural environment. **(32.17A and 32.13A)**

On the road option, there is no promoter of this option so this option is put at a big disadvantage. Fixing the road including extensive avalanche sheds and remote triggering for avalanche control is the best option clearly. It gives the greatest flexibility and offers options for people who would drive to various trail heads. **(32.2.9K)**

Do not give into \$\$\$ interests. **(32.2.7A)**

**COMMENT #:** 2695  
**DATE:** 7/12/21 2:08 PM  
**SOURCE:** Website  
**NAME:** David Kliger

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**COMMENT:**

I am an avid Backcountry skier who loves skiing in Little Cottonwood. I also have an Alta season pass. I spend at least 80+ days in the Canyon each winter. I agree we need to reduce cars in the canyon. I only occasionally use a bus as they are inconvenient because of infrequent scheduling and no express to Alta. This means making 3 stops at Snowbird before arriving at Alta. **(32.2.6.3N)** To me the Tram/Gondola makes no sense. First only Alta and Snowbird skiers benefit in the winter. What about Backcountry access and summer trailhead access? **(32.2.6.5G, 32.2.4A, and 32.4G)** Second how is driving to a garage, walking to the Tram, standing from 37 to 45 minutes up the canyon efficient. And if you don't park at LaCaille you need to take an express bus to the Tram base. Is this the reason UDOT wants to add lanes to Wasatch Blvd and make a major thoroughfare through a residential community. **(32.2.6.2.2A)** Obviously buses are more efficient, flexible and comfortable. They can get you up the canyon faster, leave from multiple locations in the valley helping to prevent congestion at the bottom of the canyon. **(32.2.2I)** Why would we want to scar the beauty of Little Cottonwood with Tram towers. **(32.17A)** Would this also open the development of the mouth of the canyon to hotels and shops. **(32.20I)** If you make a bus system convenient, put tolls on cars to discourage single occupancy usage the environmental impact will be at a minimum. **(32.2.9A and 32.2.4A)** Tax payer money should also not be used to support private businesses. Alta and Snowbird are not National Parks.

**COMMENT #:** 2696  
**DATE:** 7/12/21 2:31 PM  
**SOURCE:** Website  
**NAME:** Annie Studer

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**COMMENT:**

Dear UDOT,

As a regular visitor to the Wasatch canyons from my downtown Salt Lake City home, I know we have to make improvements to the Wasatch transportation system. I value the near outdoors, the ability to access trailheads, and resort ski. But I've witnessed, added to, and been frustrated by our current traffic issues. With ever-growing heavy use and visits to the Wasatch, we need near improvements and long-term solutions.

I have several concerns about the current EIS proposal:

First, the EIS lacks a step-by-step plan to mitigate heavy traffic and the gondola, train, additional lanes proposals are years away. What can be done this year and the next? **(32.29R)** Implement a staged plan with staggered tolling by how full a vehicle is, enforced traction laws, possible one way directional traffic alternating time, and more bus incentives and times. **(32.2.4A, 32.2.2M and 32.2.2EE)**

Furthermore, the EIS lacks a comprehensive regional transit plan that includes all of the Wasatch Front (not just LCC). The current proposed solutions for LCC traffic move congestion further downhill, but still into foothill neighborhoods and they do not solve the larger issue of moving people efficiently with minimal environmental impact across the valley into the mountains. **(32.2.2I)**

We need comprehensive capacity study for the canyons. Will the train and gondola as proposed will add more people to the canyon and can the canyon capacity handle such an increase? Environmentally in the canyon and also down valley with effects on the watershed? **(32.20B, 32.20A, and 32.20C)**

Also, who will pay for the exorbitant solutions? The two LCC ski resorts are the obvious benefactors of the solutions, with nearly all of the ridership heading to their resorts, yet we have not heard any concrete details about what Snowbird and Alta will contribute financially. Perhaps this is why the resorts are so enthusiastic about these ambitious proposals **(32.2.7A)**

I hope that the next stage of this process will address my concerns and others.

Thank you,  
Annie



**COMMENT #:** 2697  
**DATE:** 7/12/21 2:33 PM  
**SOURCE:** Website  
**NAME:** Matt Larson

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**COMMENT:**

I would like to voice my support of the gondola b alternative. It clearly seems to be the only option that meets the need of the problem at hand: alleviating congestion during all seasons. The environmental impact of a electric transportation system with few towers also seems to be less than expanding the roadway. **(32.2.9D)**

**COMMENT #:** 2698  
**DATE:** 7/12/21 2:48 PM  
**SOURCE:** Website  
**NAME:** Catherine Harlin

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**COMMENT:**

Go back to the drawing board. Gondola a huge enterprise with little to gain. More Electric buses?  
**(32.2.6.3F)** There have to be more Ionians then these 2.

**COMMENT #:** 2699  
**DATE:** 7/12/21 2:49 PM  
**SOURCE:** Website  
**NAME:** scott stoddard

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**COMMENT:**

Dear Utah Department of Transportation,

I use the canyon several times a week year round to hike and boulder.

After studying many of the overview materials and listening to all the podcasts on the LCC EIS, I am concerned that appropriate consideration of impact on bouldering resources is inaccurate and incomplete. **(32.4A and 32.4B)**

This leads me to believe that UDOT has not adequately considered and does not fully understand how the various plans would impact beloved historic bouldering areas.

Listening to the podcasts, I believe bouldering impacts were mentioned zero times. I found this surprising and concerning for those of us who use the canyon primarily for this purpose.

In addition, the stated goal of fast and consistent transportation times to the resorts is a desirable one, but what about travel times to classic boulders and beautiful views that would be destroyed forever by these plans? **(32.7A, 32.17A and 32.17B)**

The proposed options in the EIS have major negative impacts on boulders and views that would be impossible to travel to, no matter how long the travel time, because they would be gone.

The Rail is especially alarming with how destructive it would be to some of the most beloved and historic bouldering areas in the canyon. It would destroy broad swaths of boulders in major climbing areas in Secret Garden, Cabbage Patch and many more. **(32.4D)**

The gondola would make it impossible to travel to the beautiful open sight of those cliffs cascading into view as you enter the canyon, or peer down from climbs and hikes throughout the canyon. **(32.17A and 32.4A)**

The road and bus option seems the least destructive, but even that seems unaware of its negative impact on important boulders in Secret Garden, Cabbage Patch, and The Hill. **(32.4B)**

In all the hundreds of times I have gone up LCC over the past year, I have had negative traffic experiences zero times. I usually avoid hiking and climbing on heavy powder days because the snow interferes with my activities, but I still went into the canyon on Holidays and weekends often enough with no problems. **(32.1.2B)**

It seems like a bad sacrifice to forever ruin these other uses of the canyon for the sole benefit of those who use the resorts. Winter resort use is the primary source of the problems that UDOT is trying to solve, and if compromises are to be made, winter resort usage should bear the brunt of the sacrifice with higher mid canyon tolls or the inconvenience of bussing. These are smaller prices to pay than permanently losing the views and boulders that we love.

Thank you for considering my input,

Scott Stoddard

**COMMENT #:** 2700  
**DATE:** 7/12/21 3:04 PM  
**SOURCE:** Website  
**NAME:** Evan Bartilson

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**COMMENT:**

Anti-Gondola. **(32.2.9D)**

Preferred solution = enhanced and ELECTRIC buses. **(32.2.9A and 32.2.6.3F)**

**COMMENT #:** 2701  
**DATE:** 7/12/21 3:15 PM  
**SOURCE:** Website  
**NAME:** John Mason

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**COMMENT:**

I am disappointed that none of these alternatives try to dissuade people from driving up the canyon. **(32.2.4A)** In their current form, the only encouragement is bad traffic, which means that road traffic in little cottonwood canyon will always be just bad enough. **(32.7C)**

I am also disappointed that you didn't include big cottonwood canyon in this analysis. It seems an obvious oversight to not look at the neighboring canyon with the exact same problem. 32.1.1A)

I recommend going back to the drawing board, including big cottonwood canyon, and looking at ways to dissuade people from driving personal vehicles.

for example,

1- a ban on non-resident, non-employee vehicles during the winter months, with more frequent bus stops to accommodate other backcountry users **(32.2.2B)**

2- a ban on personal vehicle parking at the base of the ski resorts with more frequent bus stops **(32.2.4A)**

3- dynamic toll pricing for personal vehicles with more frequent bus stops **(32.2.4A)**

**COMMENT #:** 2702  
**DATE:** 7/12/21 3:17 PM  
**SOURCE:** Website  
**NAME:** Pass Pass

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**COMMENT:**

What about big cottonwood? Y'all really said screw the people in the other canyon and put a stoplight in last winter. Maybe fix that first. **(32.1.1A and 32.20D)**

**COMMENT #:** 2703  
**DATE:** 7/12/21 3:18 PM  
**SOURCE:** Website  
**NAME:** Munro Alley

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**COMMENT:**

The visual disturbance that the gondola would cause is not worth any potential benefits the plan has, the bus option is clearly superior in my opinion, and I would be much more likely to use it compared to the gondola. **(32.17A and 32.2.9A)**

**COMMENT #:** 2704  
**DATE:** 7/12/21 3:21 PM  
**SOURCE:** Website  
**NAME:** Albert Kabili

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**COMMENT:**

I prefer bus lane over gondola if I have to choose one option given the gondola would be a total eyesore and ruin the aesthetic of the canyon. **(32.2.9A and 32.17A)** Before either radical option a toll or limiting private vehicles should at least be tried first. **(32.2.2Y and 32.2.4A)**



**COMMENT #:** 2705  
**DATE:** 7/12/21 3:21 PM  
**SOURCE:** Website  
**NAME:** Jeff Mansell

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**COMMENT:**

While the Gondola has an added visual element to the canyon, it is a visual that is common in alpine recreation areas. As we can see in Europe and Telluride to be specific. Based on the information provided in the study I support the Gondola alternative. **(32.2.9D)** For 2 main reasons, 1. the cost is about the same as enhanced bus service and 2. it is expandable at the bottom of the canyon to other parking areas, it is also expandable to service Brighton and Solitude by taking it over the top of the mountain. **(32.2.2Q)**

That being said I do believe if possible the canyon road could also be modified to allow for 2 lanes up in the morning then modify the median (Coronado Bridge) to allow for 2 lanes down the canyon in the afternoon. **(32.2.2D)**

Those are my thoughts.

Jeff Mansell

**COMMENT #:** 2706  
**DATE:** 7/12/21 3:22 PM  
**SOURCE:** Website  
**NAME:** Jim St john

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**COMMENT:**

Neither option is ok, a gondola would destroy the views and as a resident of wasatch resort I don't want to see gondolas going past my front window or them see into my home. **(32.17A and 32.4E)**. A concrete cover for buses would likewise destroy the beauty of the drive and landscape. **(32.29D)**

**COMMENT #:** 2707  
**DATE:** 7/12/21 3:30 PM  
**SOURCE:** Website  
**NAME:** Sam Warchol

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**COMMENT:**

I support the gondola and I'm excited imagining the possibilities **(32.2.9D)**

**COMMENT #:** 2708  
**DATE:** 7/12/21 3:30 PM  
**SOURCE:** Website  
**NAME:** Sean Menk

---

**COMMENT:**

Please do not build a gondola in LCC. **(32.2.9E)** This will be an eyesore that will make the canyon look like an amusement park for years to come. **(32.17A)** Furthermore taxpayers should not be expected to pay for an elaborate transportation system that benefits Snowbird and Alta almost exclusively. **(32.2.7A)**

**COMMENT #:** 2709  
**DATE:** 7/12/21 3:32 PM  
**SOURCE:** Website  
**NAME:** Bradley Schleenbaker

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**COMMENT:**

I think building the gondola would be a mistake. **(32.2.9E)** It is a very expensive option that would put all the resources into that one, single solution. I understand that road widening or avalanche shelters are not significantly cheaper and will still impact the environment of LCC. However the flexibility afforded from road widening would allow us to utilize technologies such as electric motors and assisted driving that are clearly coming in the not so distant future. **(32.2.6.3D and 32.2.6.3F)** I think that, if pursued, the gondola will be seen as an antiquated solution to the problems we have much sooner than the life-span of the gondola itself. Road widening is, in effect, betting that we will have improved personal and public transportation options in the next half century which I find preferable to locking us into building and maintaining a gondola for the same amount of time. **(32.2.9B)**

**COMMENT #:** 2710  
**DATE:** 7/12/21 3:35 PM  
**SOURCE:** Website  
**NAME:** marisa cones

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**COMMENT:**

There needs to be more environmentally studies. How much are is going to be impacted by the plans what will increased travel in the canyon do to the environmental impact. **(32.29G, 32.7C, and 32.1.5C)**  
How will the plans impact climbing? **(32.4A and 32.4B)**

**COMMENT #:** 2711  
**DATE:** 7/12/21 3:35 PM  
**SOURCE:** Website  
**NAME:** Brian Burgfechtel

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**COMMENT:**

I support the 'Enhanced Bus' preferred alternative. I do so because I believe it is the most reasonable and cost effective. It opens up safer cycling in the summer. **(32.2.9B)** There is an undeniable undercurrent of unfair 'play' with the Gondola's valley location at La Caille. There will be a very long line at the gondola station for peak times **(32.2.6.5C)**. Busses can and should be electrified in time which would nullify the point emissions argument. **(32.2.6.3F)** Widen the road, then add the avy sheds, then electrify the bus fleet. The gondola is glamorous but really is a poor fit unless you're a developer with land at La Caille. **(32.2.2X)**

**COMMENT #:** 2712  
**DATE:** 7/12/21 3:40 PM  
**SOURCE:** Website  
**NAME:** Vanessa Wall

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**COMMENT:**

I strongly support the enhanced bus service option. Other options seem as though they would negatively harm a large number of user groups. Thanks. **(32.2.9A)**



**COMMENT #:** 2713  
**DATE:** 7/12/21 3:41 PM  
**SOURCE:** Website  
**NAME:** Aaron Kobernick

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**COMMENT:**

No pref, but if you do the gondola, parking for 1500 cars seems way low. (32.2.6.5J)

**COMMENT #:** 2714  
**DATE:** 7/12/21 3:44 PM  
**SOURCE:** Website  
**NAME:** Sara Mantlik

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**COMMENT:**

Why does the enhanced bus option not also include restriction of cars that aren't employees or residents into the canyon? This would improve the personal travel time while also helping air quality. **(32.2.2B and 32.10A)**

**COMMENT #:** 2715  
**DATE:** 7/12/21 3:52 PM  
**SOURCE:** Website  
**NAME:** Matthew Rawlings

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**COMMENT:**

Please consider all the rock climbers that come and climb up the canyon! I have been climbing for several years and spend lots of time up the canyon each year. I'm typically up the canyon with a decent size group of others who also enjoy the rock. Please consider how the extra transportation will affect nature and climbing itself. Transportation has never been an issue from what we've seen and us climbers will often climb even when snow is on the ground. **(32.4A and 32.4B)**

**COMMENT #:** 2716  
**DATE:** 7/12/21 4:03 PM  
**SOURCE:** Website  
**NAME:** Stacy Bare

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**COMMENT:**

Neither of the preferred alternatives in the presented EIS support winter or summer users in Little Cottonwood Canyon. Instead, they prioritize the profits and ticketed users of Snowbird and Alta resorts above all else. They do not support non-resort users in LCC. Both resorts rely on public lands which should be available for access to all people. **(32.2.7A and 32.7C)**

Second, the mobility hubs are not enough. While we potentially can move faster up the Canyon from the mobility hubs, traffic congestions will now simply start at moving people in and out of the mobility hubs. **(32.2.6.2.1D)**

A reasonable plan would include increased transit hubs throughout the Salt Lake Valley that allow people to get onto transit well before the two mobility hubs. There are empty parking lots and empty stores throughout the region. **(32.2.2I)**

A reasonable plan would begin to solve transit issues starting in the Valley, not pushing all traffic to mobility hubs and creating traffic issues in these areas. **(32.2.2I)**

Second, the plan would ensure there are multiple stops along bus service to allow for non-resort users to stop at different trail heads. **(32.2.6.3C)**

Third, those who do drive up the Canyon should be charged \$25 or more and a parking pass for winter use should be available to ensure people can continue to use the public lands without having to submit to the expense of a ski pass / lift tickets. There's an outstanding opportunity to create a public transit culture in Salt Lake. Neither alternative does this. Neither alternative supports public access. Instead, it supports resorts. **(32.2.4A)**

**COMMENT #:** 2717  
**DATE:** 7/12/21 4:05 PM  
**SOURCE:** Website  
**NAME:** Eric Mayhew

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**COMMENT:**

I would vote for the tram system. We live in CO but visit Snowbird/Alta every year and drive through Utah multiple times a year. Adding more driving lanes is a temporary fix and causes a lot of environmental impact. It does not promote carpooling or public transit. A lift minimizes impact and keeps the cars out of the canyon. **(32.2.9D)**

**COMMENT #:** 2718  
**DATE:** 7/12/21 4:13 PM  
**SOURCE:** Website  
**NAME:** Fred Ash

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**COMMENT:**

It appears to me that no matter what is done to accommodate more traffic during the snow season, something will have to be done to mitigate the added potential danger from avalanches, and the bus issue will require much more snow plowing to keep the additional driving lane open. So do whatever you feel you must do to accommodate the increased population our state leaders have brought to our valley. **(32.29D and 32.2.9K)**

**COMMENT #:** 2719  
**DATE:** 7/12/21 4:20 PM  
**SOURCE:** Website  
**NAME:** Kyle George

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**COMMENT:**

I would like to voice support for expanded bus service in LCC. the Gondola is incredibly expensive and primarily benefits private businesses and the cost of other user groups. **(32.2.9A and 32.2.7A)**

**COMMENT #:** 2720  
**DATE:** 7/12/21 4:20 PM  
**SOURCE:** Website  
**NAME:** Scott Fleming

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**COMMENT:**

The Gondola proposal is significantly better because it is not dependent on road conditions or affected by avalanche mitigation. You can increase bus capacity by 10,000%, but it won't make a bit of difference if the roads are closed or if UDOT has having to pull 2WD vehicles out of ditches during a snowstorm. Given the comparable costs, the Gondola proposal falls squarely in the "no brainer" category. **(32.2.9D)**



**COMMENT #:** 2721  
**DATE:** 7/12/21 4:33 PM  
**SOURCE:** Website  
**NAME:** KATHY WELCH

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**COMMENT:**

the time honored way of transportation is rail. Busses are trouble. Cars are trouble. Tram types look nice but wind effects them too much. Europe has gone through these issues for years before Alta ever considered improvements. Europe uses rail. **(32.2.9F)**

**COMMENT #:** 2722  
**DATE:** 7/12/21 4:38 PM  
**SOURCE:** Website  
**NAME:** John Bosshard

---

**COMMENT:**

#1 Gondola (32.2.9D)  
#2 rail

**COMMENT #:** 2723  
**DATE:** 7/12/21 4:43 PM  
**SOURCE:** Website  
**NAME:** Monica Zoltanski

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**COMMENT:**

I am a Sandy City Council Member who has been deeply engaged with my constituents concerning the traffic issues in Little Cottonwood Canyon. It is safe to say that most Sandy residents are not even aware of this impending decision, much less understand or appreciate the financial ask to the Utah taxpayer. Those who are aware are skeptical of the need to spend so much money just to alleviate traffic on powder weekends during the ski season. Few people understand either proposal involves spending hundreds of millions of public dollars for the bus option, or likely up to a billion or more at the rate of our economy to pay for the gondola. **(32.1.2B and 32.2.7A)**

Most Sandy residents I talk to object that the Utah taxpayer is being asked to pick up the tab to benefit ski resorts and out of state visitors when we live in a state that values "less government" and a free market economy. **(32.2.7A)** People do not like the massive spending when there are so many other needs (like our schools, roads, mental health, homelessness) that need funding. If it's the resorts who are profiting, why don't they pick up the tab to move their customers to their ticket offices? People are saying that resorts and the local towns could easily solve the congestion problem, by simply creating a parking reservation system during the busy times and prohibiting parking on the canyon road. **(32.2.4A)** Those simple, common-sense options notwithstanding, bus transit is the clear preference for residents I represent. A true rapid bus system could pick up express riders and take them directly to the lifts and allow people to avoid high parking fees and inconvenient parking on the canyon road. Resorts can incentivize bus use by offering a ticket price discount to their customers. Right now, people don't like to take the bus because it's not comfortable or convenient. We need to design a bus system that meets the needs of today's canyon rider, and they will use it. **(32.2.9B and 32.2.4A)**

Besides the cost, the environmental impact between the two transportation options favor the bus. Adding a designated bus lane or a flex lane to accommodate the AM or PM traffic could ease delays both up and down the canyon reducing emissions from stalled traffic. Having TRUE rapid transit where hopping on the bus is a more convenient and affordable option than taking a personal vehicle will encourage ridership and meet the goal of keeping cars out of the canyon and protecting our watershed. **(32.2.9B)** Bus hubs can be as remote as major intersections in Draper, Sandy and Cottonwood Heights or freeway interchanges throughout the valley. The bus option is highly compatible with the ski resort interests in moving their customers quickly and conveniently to their destination. **(32.2.2.I)** Compared to the gondola option where the mouth of the canyon is still the magnet location for parking thousands of vehicles each day, the bus option disperses car traffic by minimizing the need for cars to funnel to the mouth of the canyon. **(32.2.6.5E)**

The gondola will artificially increase pressure to expand Wasatch Blvd, creating a false impression that Wasatch Blvd needs to be widened when resort customers are inconvenienced on the biggest powder or holiday weekends. The rest of the time, traffic on Wasatch is manageable and does not support widening. **(32.2.6.2.2A)**

We cannot look at the environmental impact of the gondola from just the Lacaille base up the canyon. Because of its wider impact on regional traffic, we need to look at the expansion and development that will be driven in Cottonwood Heights, Sandy, and Draper as the main arteries to the approach. **(32.7C and 32.7B)**

After studying the options and talking to my constituents, I support the enhanced bus option because this would disperse auto traffic away from the environmentally sensitive area at the mouth of the canyon. It will offer more nimble, on-demand, affordable and environmentally friendly transportation that benefits a much broader, public customer base than just resort visitors. The bus system can be redirected in low-snow years or in off-seasons when traffic is lower.

While the gondola has benefits, its location will transform the mouth of the canyon into a busy, high-end commercial/resort destination and the spill-over affect will be detrimental to Sandy residents and

canyons visitors. An 1,800 car parking garage at LaCaille undercuts the proposed benefits of getting cars off the road and protecting the canyon watershed. It just pushes the can down the road, so to speak. **(32.2.6.3E and 32.12A)**

In addition to the environmental risks of building 300' tower structures for miles up the canyon, the base area is environmentally sensitive and a poor location for heavy use to stage tens of thousands of people each day. **(32.17A)** First, our canyons cannot absorb that much capacity. **(32.20A, 32.20B, 32.20C and 32.1.2B)** Second, the towers will invade the tranquil and majestic site lines of our canyons and disrupt the sense of refuge that so many people seek today. **(32.17A)** While attempts to minimize impact and stay on budget are promised during construction, look to any large project around the country and you will find that's rarely the case. Finally, gondola accidents do happen and cannot be ruled out. No one can say with certainty that a catastrophe couldn't happen with maintenance issues, high winds or storms. Repairs, maintenance, and rescues will take a toll and increase the human footprint deeper into our pristine wilderness area. **(32.2.6.3K)**

After speaking with my constituents and studying the social, environmental, and financial issues closely, I am convinced the bus option is the better choice for the future of the Wasatch Front. We must exhaust the most fiscally and environmental responsible options and be accountable to Utahns who are asked to invest in this solution by creating the greatest long-term public benefit for our residents. That's why the best solution is the bus."

**COMMENT #:** 2724  
**DATE:** 7/12/21 4:44 PM  
**SOURCE:** Website  
**NAME:** Kris Olszewski

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**COMMENT:**

I'm for a gondola or train to get up the canyon. Buses are not a long term solution. They will still not run during avalanche closures. **(32.2.9D and 32.2.9F)**

**COMMENT #:** 2725  
**DATE:** 7/12/21 4:44 PM  
**SOURCE:** Website  
**NAME:** Eric Swenson

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**COMMENT:**

I strongly favor an expanded bus solution (which has been needed for years) and as a Utah resident am strongly against taxpayer dollars going towards a gondola that would mainly benefit private corporations. **(32.2.9A and 32.2.7A)**

**COMMENT #:** 2726  
**DATE:** 7/12/21 4:49 PM  
**SOURCE:** Website  
**NAME:** Andrew Ford

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**COMMENT:**

No toll roads. **(32.2.4A)** UDoT needs to stop wasting tax dollars on experimental traffic control projects they only implement on the west side and stop wasting money on unnecessary or poorly planned construction projects. As a tax payer road health is important, but as a state we neither need nor can properly sustain toll roads. Aside from this there is a CLEAR lack of good faith between the people of Utah and the leadership of UDoT (especially on the west side where aforementioned experiments disrupt our daily lives and traffic in costly and harmful ways). If UDoT cannot provide funding for these changes absent toll roads then they need to scrap this project or at the very least abandon other experimental projects and look towards a less irresponsible handling of Utah taxpayer dollars. **(32.2.4A and 32.5A)** This could include a massive restructuring of UDoT and the elimination of the poor leadership in it's upper structure and/or the renegotiation of contractor agreements to include guaranteed no-cost repairs for defective road construction projects. UDoT has ever been one of the most irresponsible abusers of taxpayer dollars and this proposal to further milk the Utah taxpayer is as offensive as it is reckless and unnecessary.

**COMMENT #:** 2727  
**DATE:** 7/12/21 4:52 PM  
**SOURCE:** Website  
**NAME:** Burton Hohman

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**COMMENT:**

While I understand the main purpose of both of these options is for winter travel. But as somebody that enjoys summer activities I don't like the idea of a gondola that won't be used at all. My understanding is that the bus lane in the summer would be used for non-motor vehicle traffic like cyclists and pedestrians. If that's the case I do lean more that way so that this new project provides use all year round. **(32.2.9B)**



**COMMENT #:** 2728  
**DATE:** 7/12/21 4:53 PM  
**SOURCE:** Website  
**NAME:** Ross Hinman

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**COMMENT:**

Dear UDOT engineers,  
Please don't spend a ton of money on a solution which is not reversible or scalable. **(32.2.6.3D and 32.2.6.5A)**  
Ross

**COMMENT #:** 2729  
**DATE:** 7/12/21 4:55 PM  
**SOURCE:** Website  
**NAME:** James Dahle

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**COMMENT:**

I prefer the bus in a dedicated lane plan to the gondola plan. **(32.2.9B)** Access can be improved by building 2 or 3 sheds over the road. It's not like we don't know where the avalanches go. They go the same places every year. Just build sheds. Plant some native plants on top and they won't look any worse than the road itself but will allow traffic to stop backing up in front of my house on powder mornings. **(32.17C)**

**COMMENT #:** 2730  
**DATE:** 7/12/21 4:58 PM  
**SOURCE:** Website  
**NAME:** Ryker Low

---

**COMMENT:**

We want a solution that is permanent. Busses are just going to break down and be expensive. Show the world that Utah is a serious tourist destination and build the gondola. **(32.2.9D)**

**COMMENT #:** 2731  
**DATE:** 7/12/21 4:59 PM  
**SOURCE:** Website  
**NAME:** Caroline Canter

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**COMMENT:**

UDOT staff,

I recognize you have a hard task on your hands as we continue to fill the canyons with more people and cars, but I am deeply disappointed by the proposed transportation plans at hand. These plans do not take into account varied recreation access and clearly emphasize our ski industry and only our ski industry. These plans emphasize the wants of business over the wants of individuals in Little Cottonwood. They cut recreation access. **(32.2.7A, 32.2.4A, and 32.4G)** They will leave major environmental impacts at the hubs. They will be costly. They require creation of new, intrusive infrastructure. They do not take into account the voice of the community. Please do not destroy our canyon. Please look at how successful reservation systems, capacity limits and other management alternatives have been successful before deciding this is our only option. Listen to the community here. 32.2.2K and 32.2.4A)

Thank you,

**COMMENT #:** 2732  
**DATE:** 7/12/21 5:01 PM  
**SOURCE:** Website  
**NAME:** Alexander Sahn

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**COMMENT:**

I urge UDOT to adopt the Enhanced Bus Service in Peak-Period Shoulder Lane alternative. **(32.2.9B)** This is the most cost effective and highest capacity option that will serve all users of LCC, not just the resorts. We should be minimizing private car use in both Cottonwood canyons at all costs, adding tolling and HOV requirements to reduce congestion and emissions. **(32.2.4A)** The ski bus is my preferred method of using BCC and LCC now, the only two problems currently are that there is not enough frequency so buses are frequently too full to take passengers and then they sit in single-occupancy vehicle traffic crawling up and down the canyons. Lanes should be set aside for buses only and they should be run from points all over the valley up to the canyons. **(32.2.2I)** Large parking structures should be built at the mouth of the canyons coupled with heavy tolls to discourage people from driving up individually. A bus should arrive no longer than every 5 minutes to pick people up and shuttle them to the resorts and trailheads. **(32.2.6.2.1C, 32.2.6.3N, and 32.2.4A)**

**COMMENT #:** 2733  
**DATE:** 7/12/21 5:02 PM  
**SOURCE:** Website  
**NAME:** Jeff Sinat

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**COMMENT:**

Prefer bus option. Do not like gondola option. **(32.2.9E)** Bus allows for greater flexibility and less visual impact of down canyon view. **(32.17A and 32.17B)** Really like that bus lanes would become summer biking lanes. Gondola takes way too long and when you add in time spent in line it is atrocious. **(32.2.6.3C)** Oppose single rider in car idea, what if I have no friends and get motion sickness. **(32.2.4A)**

**COMMENT #:** 2734  
**DATE:** 7/12/21 5:27 PM  
**SOURCE:** Website  
**NAME:** Dan Mccann

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**COMMENT:**

Avalanche sheds and gas x remote triggering avalanche mitigation combined with 2 more 2 lanes.  
**(32.2.9K and 32.2.2P)** Arial tram from the valley up should be considered as a last oppertunity.  
I think about the next virus, or pandemic as undermining tram reliability up l.c.c. **(32.2.6C)**

**COMMENT #:** 2735  
**DATE:** 7/12/21 5:40 PM  
**SOURCE:** Website  
**NAME:** Dawn Bardon

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**COMMENT:**

First and foremost, I am very disappointed that UDOT can only come up with solutions which all tax payers have to fund, except the ski resorts which are the biggest beneficiaries. **(32.2.7A)** Why are the resorts permitted to sell unlimited passes? What is being done on their side to limit traffic and volume? What are they contributing? **(32.2.2K, 32.2.4A, and 32.2.7A)**  
More paving and dedicated bus lanes are a massive environmental impact and should be disregarded. We have to stop adding more pavement to this state and start taking protection of our green spaces more seriously. The best option is to limit access and don't disturb the surrounding environment. If that is not an option then proceed with gondola to somewhat limit environmental impact. **(32.2.4A)**



**COMMENT #:** 2736  
**DATE:** 7/12/21 5:41 PM  
**SOURCE:** Website  
**NAME:** Alex Hamlin

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**COMMENT:**

I write to support the Enhanced Bus Service alternative for the SR210 project. While both the options will offer significant improvements to the usability of the canyon, only the bus option is scalable and upgradable over time. **(32.2.6.3D)**

Any bus service or canyon solution must take into account early morning and backcountry users - the ability to use the canyons - often at off-peak hours - is one of the greatest draws living in SLC has for many of us. Please preserve dawn patrol access to backcountry trailheads! **(32.4C and 32.2.4A)**

Further, I would urge UDOT to support a significant toll or carpool restriction for the upper canyon to reduce single-occupancy vehicle traveling to the resorts. The long-term vision for the canyon must be an overall reduction in personal vehicles, not simply maintaining the current number of vehicles and adding buses. **(32.2.4A)**

Thanks,  
Alex Hamlin

**COMMENT #:** 2737  
**DATE:** 7/12/21 5:43 PM  
**SOURCE:** Website  
**NAME:** Megan Furman

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**COMMENT:**

I support the gondola option. I believe that the air quality improvement is an important factor. In addition, the gondola will not be affected by roadway closures, making this the more reliable option.  
**(32.2.9D and 32.10A)**

Thank you

**COMMENT #:** 2738  
**DATE:** 7/12/21 5:46 PM  
**SOURCE:** Website  
**NAME:** Jeck Neoh

---

**COMMENT:**

The gondola alternative makes more sense because it alleviates traffic congestion and minimize air pollution **(32.2.9D and 32.10A)**

**COMMENT #:** 2739  
**DATE:** 7/12/21 5:56 PM  
**SOURCE:** Website  
**NAME:** Jan Kennington

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**COMMENT:**

**IMPORTANT POINTS TO CONSIDER**

By the time the Gondola gets built we likely will not have much of a snow season due to our warming planet. **(32.2.2E)** It would be a terrible eyesore to have a Gondola skeleton going up our beautiful Little Cottonwood Canyon. It reminds me of the gondola that was built in Moab that was never was used. It stayed on the side of the canyon for many years as an eyesore for all of us to see. **(32.17A)**

The Gondola ONLY benefits Alta and Snowbird ski resorts. It will bring THEIR paying patrons to use their facilities. I will not be able to use the Gondola to hike up White Pine. So, if they want a Gondola, they should pay for it NOT the citizens of Utah. By the time the Gondola arrives ski ticket prices will be out of reach for 75% of the Utah population. Currently, Alta and Snowbird are already pricing the average citizen out of skiing. The Gondola will only be used by the visitors to Utah who come to ski for a vacation and spend money at Alta and Snowbird . **(32.2.7A and 32.2.4A)**

We will ALWAYS need a dependable road up Little Cottonwood Canyon even with a Gondola. A road can transport hikers, bikers, motorcyclist and climbers in ALL seasons.

There should NOT be a parking garage at the mouth of Little Cottonwood Canyon to ride the Gondola. Parking lots should be interspaced around the city to prevent congestion around the Canyon. People should be BUSED to the Gondola. **(32.2.6.3E and 32.2.6.2.1C)** This means they will be getting off the bus and standing in a line to get on the Gondola. Makes more sense to just bus them up the canyon. Buses are a more flexible option for transporting people.

You can increase buses for busy days, reduce buses for slow days. Use buses for special occasions in the canyons. **(32.2.6.3D)**

Buses can be used during the summer to take hikers and climbers to their destination. **(32.2.6.3C)**

With the current plan to have a dedicated lane up the canyon for the buses it will become the fastest route to the ski resort. **(32.2.9B)**

The price for the bus option is less expensive yet more people can benefit from it.

With the bus option we have an easy solution for Big Cottonwood Canyon when the need arises. Just use the bus system that is already in place. **(32.1.1A)**

Parking lots should be available all around the city to reduce the congestion in Cottonwood Heights and Sandy. **(32.2.2I)**

**IMPORTANT FACT**

Alta and Snowbird are brainwashing their pass holders that a Gondola is the best option, and they encourage them to send in comments that reflect this. I call this a conflict of interest. **(32.2.9N)**

**COMMENT #:** 2740  
**DATE:** 7/12/21 6:17 PM  
**SOURCE:** Website  
**NAME:** Kerwin Knutson

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**COMMENT:**

I am all for the gondola. **(32.2.9D)** I am a employee at Alta. driving the canyon for 30 yrs. Seen a lot of empty busses. And a fair amount of buses having problems on the road. How many years of construction on the road to widen and add tunnels? Thank you. **(32.2.7C)**

**COMMENT #:** 2741  
**DATE:** 7/12/21 6:28 PM  
**SOURCE:** Website  
**NAME:** Simmons Kellie

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**COMMENT:**

The Gondola sounds gear, but a paying the fee to ride, is ridiculous!!!! If it costs more then a bus ride, no one will ride it. I hear it will cost \$35/ride. Well only super rich will beable to ride it to the resorts. Therefore, to be all inclusive, bussing is the only option. **(32.2.4A and 32.2.9A)**

**COMMENT #:** 2742  
**DATE:** 7/12/21 6:35 PM  
**SOURCE:** Website  
**NAME:** Eric Bogin

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**COMMENT:**

The gondola solution is the only one that will really work. Anything less than a gondola solution, and we'll be back trying to fix the traffic again in another 5 years. **(32.2.9D)**

**COMMENT #:** 2743  
**DATE:** 7/12/21 6:46 PM  
**SOURCE:** Website  
**NAME:** Christopher Stango

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**COMMENT:**

The traffic problems are only present for a small portion of the year on weekends and/or after fresh snow. Enhanced bus service without road widening is the only option that makes sense as it is adjustable depending on need. **(32.2.9A)** The negative impacts of the road-widening and gondola will be present year round. Additionally, LCC has world-famous bouldering very close to the roads. It would be unbelievably tragic if any of these priceless boulders were damaged or removed. Whatever you decide, please do not destroy our bouldering areas. **(32.4A and 32.4B)**



**COMMENT #:** 2744  
**DATE:** 7/12/21 6:48 PM  
**SOURCE:** Website  
**NAME:** Juan Reyna

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**COMMENT:**

Be prepared for a lawsuit if you plan to destroy the canyon by adding a gondola. (32.2.9E)

**COMMENT #:** 2745  
**DATE:** 7/12/21 6:52 PM  
**SOURCE:** Website  
**NAME:** Ethan Rumbaugh

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**COMMENT:**

I would like to know how the gondola would be powered and also if the buses are electric, hybrid, or gasoline-powered and what the air pollution reduction would be for these options compared to no-action. **(32.2.6.3F, 32.2.6.5P, and 32.10A)** After briefly reviewing the options, I am leaning towards the option of a gondola b since it greatly reduces travelling time, would cost about as much as the enhanced bus service over time, it is more reliable and therefore safer than the bus system, and widening the canyon road would impact wildlife habitats. **(32.2.9D, 32.13A and 32.13B)** I also see the gondola polluting less than a bus system, but I would have to see figures for that. **(32.10A)** My second choice would be the enhanced bus. My least favourite option is no-action. I see the gondola b as the best option in the long run. I think the fewer cars on the road in the canyon, the better.

**COMMENT #:** 2746  
**DATE:** 7/12/21 6:57 PM  
**SOURCE:** Website  
**NAME:** Robin Ramirez

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**COMMENT:**

Gondola is the only way to go not unless you can widen the canyon! Widening the road will not help. It's the canyon where everything stops. **(32.7C)** You can put five lanes everywhere but once you get to the canyon everything stops. I live in Cottonwood Heights right off Danish road, my kids go to Granite Elementary, right off Wasatch road, it takes me eight minutes to get to school during the ski season. It takes me thirty to forty five minutes to get home driving on Danish and Wasatch road. **(32.7B)** The cars have no where to go once they hit the canyon. The canyon is the problem. **(32.7C and 32.2.4A)** Friends that live up the canyon says it's faster to go down the canyon and ski somewhere else then it is to continue up the canyon to ski. I tried different ways to get home but it's all blocked by people trying to get to the canyon. People coming from Draper , from 9400 south, from Wasatch and from Danish, I tried all the routes. It's the canyon not the roads that need widen! We all get to the canyon and no where to go but to stop and wait your turn!

**COMMENT #:** 2747  
**DATE:** 7/12/21 7:08 PM  
**SOURCE:** Website  
**NAME:** Mikelle Williams

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**COMMENT:**

I'm very upset that \$400 million is going to pay for this gondola and then we \*still\* have to pay a lot for tickets. We are we funding someone else's fortune? I will be heartbroken if the gondola is picked.  
**(32.2.7A , 32.2.4A, and 32.2.9E)**

**COMMENT #:** 2748  
**DATE:** 7/12/21 7:09 PM  
**SOURCE:** Website  
**NAME:** Mikelle Williams

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**COMMENT:**

Sorry, one more thing. I'm worried that this will make the canyon inaccessible for those who don't have disposable incomes. I believe the outdoors should be available to everyone. **(32.5A)** Thanks for your time.

**COMMENT #:** 2749  
**DATE:** 7/12/21 7:22 PM  
**SOURCE:** Website  
**NAME:** Alan Idelkope

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**COMMENT:**

I don't think adding a gondola would be a great thing for the canyon, it would ruin the beauty of the canyon. **(32.2.9E and 32.17A)** A more enhanced bus system would work better. **(32.2.9A)**

**COMMENT #:** 2750  
**DATE:** 7/12/21 7:38 PM  
**SOURCE:** Website  
**NAME:** James Burrows

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**COMMENT:**

Fully support the gondola **(32.2.9D)**

**COMMENT #:** 2751  
**DATE:** 7/12/21 7:50 PM  
**SOURCE:** Website  
**NAME:** Alek Konkol

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**COMMENT:**

Let's instead use our current resources more wisely. Why do we have to alter the canyon more than we already have? Ban private, non-essential/non-residential cars in SR 210. **(32.2.4A)** Increase bus service across the valley for ski service. Make the busses run every 3 minutes. **(32.2.2I and 32.2.2B)** And make the busses electric! **(32.2.6.3F)** Add a backcountry specific bus or make backcountry parking a lottery. **(32.2.6.3C)** Let's treat Little Cottonwood like Zion National Park. **(32.2.2B)**



**COMMENT #:** 2752  
**DATE:** 7/12/21 7:55 PM  
**SOURCE:** Website  
**NAME:** Chris Quinlivan

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**COMMENT:**

Prefer gondola option. **(32.2.9D)**

**COMMENT #:** 2753  
**DATE:** 7/12/21 8:05 PM  
**SOURCE:** Website  
**NAME:** Richard Morrey

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**COMMENT:**

I prefer the tram option over all of the rest. Having been a huge fan preserving our Canyons yet at the same time being able to enjoy the summer and winter activities in the canyon. I also agree that the current situation is beyond being stainable. **(32.2.9D)**

**COMMENT #:** 2754  
**DATE:** 7/12/21 8:06 PM  
**SOURCE:** Website  
**NAME:** Emily Muller Colt

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**COMMENT:**

I hope the tram/gondola is not what is put into LCC. **(32.2.9E)** It will be an eye soar for the rest of time and doesn't do a good enough job at resolving the traffic issues. **(32.17A, 32.7C, and 32.2.4A)** I would hope that something that can be less visually intrusive would be the final decision. A rail line as an extension of the trax system seems to make the most sense in the long run. **(32.2.9F and 32.2.2I)** Please don't add something that will take away from the beauty of the canyon.

**COMMENT #:** 2755  
**DATE:** 7/12/21 8:09 PM  
**SOURCE:** Website  
**NAME:** Herb Whiteley

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**COMMENT:**

I like the enhanced bus service with bus priority or a priority lane to get through traffic leading up to the mouth of the canyon. **(32.2.9B)**

**COMMENT #:** 2756  
**DATE:** 7/12/21 8:30 PM  
**SOURCE:** Website  
**NAME:** Lee Anne Walker

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**COMMENT:**

You framed the issues wrong, and that limited all your research, and now, post pandemic, your project is out of date. **(32.1.2B)**

We are in a drought. We are on the watershed for the south of the county. Covid revealed many weaknesses of the state and country. We have not provided for big emergencies, living wages for various minorities, people of color, disabled, elderly. Or the opportunity to build generational wealth to get past bad times. We need big investments in health education, internet access, clean energy. All areas in need of the billion dollars and endless follow-up needed ever after by the Canyon follies. We are not going to get anything built this year. Instead of taking on debt forever let's put some money elsewhere. **(32.2.9G)**

We are post-pandemic. We don't want to be trapped in high rise buildings. People want low density, low height homes with some yard for kids and pets to play, gardening, eating on the patio.

We are changed people. We saw how quickly "fundamentals" changed, lost loved ones, don't want to go back. Forward would involve recognizing recent events, earthquake, 100 mi per hour winds, rattlesnakes and cougars pushed into the city. People defecate roadside in snow that melts right into the river we drink from. And we have a fragile boundary between the neighborhoods and the wildlife. Bears poop in the woods and no humans get sick. Wild animals in our forest have different gut organisms than humans and domesticated friends like dogs who have been chewing on baby diapers since caveman times. We need people to understand the need for a protected buffer zone for keeping our diseases away from the wildlife, and also leaving them space to migrate. **(32.2.9G)**

For this winter, reduce the speed limits on Wasatch to 35 mph, and direct all traffic from the High T down to the gravel pit in Sandy where they can turn off the polluting idling engines and access bathrooms, hot drinks, wifi. **(32.2.6.2.2A and 32.29D)**

The world is changing so fast the perfect solution may appear while we pause.

**COMMENT #:** 2757  
**DATE:** 7/12/21 8:31 PM  
**SOURCE:** Website  
**NAME:** Nicole Fox

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**COMMENT:**

I am strongly in favor of a bus option. **(32.2.9A)** A gondola is an unnecessary addition to existing infrastructure for a road solution, and significantly detracts from the natural beauty of the canyon that users are trying to enjoy. **(32.2.9E and 32.17A)**

**COMMENT #:** 2758  
**DATE:** 7/12/21 9:22 PM  
**SOURCE:** Website  
**NAME:** Marcus Hall

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**COMMENT:**

Electric buses are the only long-term, sensible solution to the transportation needs in BOTH Little and Big **(32.2.6.3F and 32.1.1A)** Cottonwood canyons. Quiet, safe, flexible to demands, cheap.... yes, buses are the clear and obvious choice! Part of their cost and extra parking facilities should be subsidized though a \$5 surcharge per lift ticket charged by each of the four ski resorts. **(32.2.4A)** The solution is not that hard -- and both canyons need to be dealt with at the same time.

**COMMENT #:** 2759  
**DATE:** 7/12/21 9:28 PM  
**SOURCE:** Website  
**NAME:** Lowell Smoger

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**COMMENT:**

The gondola serves only the skiers. The resorts should pay for this thing. Not taxpayers! We need to toll the road **(32.2.7A , 32.7C, and 32.2.4A)**



**COMMENT #:** 2760  
**DATE:** 7/12/21 9:30 PM  
**SOURCE:** Website  
**NAME:** Craig Pierson

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**COMMENT:**

Please consider parking space for ice climbers visiting the Great White Icicle area which lies between the Gate Buttress and Bridge parking areas, and should be outside of either 1/4 parking restricted areas. **(32.4J)** However, would the PPSL option eliminate the parking spots at his location? **(32.4A)** Also, please consider public parking spots for back country skiers in the vicinity of Alta township and Grizzly Gulch. **(32.2.6.5A)**

**COMMENT #:** 2761  
**DATE:** 7/12/21 9:31 PM  
**SOURCE:** Website  
**NAME:** Jared Peay

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**COMMENT:**

I am in favor of the gondola. (32.2.9D)

**COMMENT #:** 2762  
**DATE:** 7/12/21 9:39 PM  
**SOURCE:** Website  
**NAME:** Mindy Baker

---

**COMMENT:**

The gundla and the busses use both **(32.2.2W)**

**COMMENT #:** 2763  
**DATE:** 7/12/21 9:40 PM  
**SOURCE:** Website  
**NAME:** Rob Thompson

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**COMMENT:**

Gondola- works great in Telluride **(32.2.9D)**

**COMMENT #:** 2764  
**DATE:** 7/12/21 9:42 PM  
**SOURCE:** Website  
**NAME:** Jessica Brown

---

**COMMENT:**

I support the gondola option. Bus lanes, including widening the road, are a short term solution and an environmental disaster. The gondola is a forward-looking idea that has the possibility of expanding with the inevitable increased usage. While I sympathize with those claiming that the gondola is unsightly, the canyons are one enough to an urban area that I don't expect pristine vistas. Increasing base only means that we will be having this debate again in 20 years. **(32.2.9D and 32.17A)**

**COMMENT #:** 2765  
**DATE:** 7/12/21 9:44 PM  
**SOURCE:** Website  
**NAME:** Jeff Davies

---

**COMMENT:**

Ridiculous fraught with problems **(32.29D)**  
<https://www.youtube.com/watch?v=ZDOI0cq6GZM>

**COMMENT #:** 2766  
**DATE:** 7/12/21 9:45 PM  
**SOURCE:** Website  
**NAME:** Noble Warburton

---

**COMMENT:**

Good post. I absolutely appreciate this site. Continue the good work! (32.29D)

**COMMENT #:** 2767  
**DATE:** 7/12/21 9:45 PM  
**SOURCE:** Website  
**NAME:** Todd Sangster

---

**COMMENT:**

I'm a Salt Lake County resident writing to support the gondola option. **(32.2.9D)** The buses are simply not feasible with small children. The gondola seems like solid long-term thinking which distributes visitors across different modes of transportation. The buses seem like a short-term patch likely to suffer from the same downsides as the existing road. Thank you!



**COMMENT #:** 2768  
**DATE:** 7/12/21 10:05 PM  
**SOURCE:** Website  
**NAME:** Kyle Glover

---

**COMMENT:**

Please expand the bus lanes and bus service. **(32.2.9B)** 100% against the gondola proposal **(32.2.9E)**

**COMMENT #:** 2769  
**DATE:** 7/12/21 10:09 PM  
**SOURCE:** Website  
**NAME:** Robert Wilson

---

**COMMENT:**

Thank you for your work addressing transportation issues in the canyons. I'm in favor of enhanced bus service up both Big and Little Cottonwood Canyons. **(32.1.1A and 32.2.9A)** This would serve both canyons and more stops and more types of activities. **(32.2.6.3C)** Electric buses would reduce tailpipe emissions and as renewable energy for electricity increases the carbon emissions decrease. **(32.2.6.3F)** It seems to me that a gondola would primarily serve Alta and Snowbird and alpine skiers. **(32.2.7A and 32.7C)** Enhanced bus service combined with a canyon toll or paid parking would better serve a wider range of the public. **(32.2.4A)**  
Thank you for your consideration.

**COMMENT #:** 2770  
**DATE:** 7/12/21 10:35 PM  
**SOURCE:** Website  
**NAME:** Devon Swenson

---

**COMMENT:**

Gondola is hands down the best long term option! **(32.2.9D)**

**COMMENT #:** 2771  
**DATE:** 7/12/21 11:15 PM  
**SOURCE:** Website  
**NAME:** Brad Wells

---

**COMMENT:**

Please don't ruin the year round majestic hiking views with 14 VERY large and tall support structures for a gondola. **(32.17A)**

**COMMENT #:** 2772  
**DATE:** 7/12/21 11:32 PM  
**SOURCE:** Website  
**NAME:** Tom Dolan

---

**COMMENT:**

I've been to Switzerland and have seen how clean and efficient the gondola is to use . It is also less intrusive to the environment. If we don't do something, we'll not be able to enjoy our canyon in the future. **(32.17A and 32.2.9D)**

**COMMENT #:** 2773  
**DATE:** 7/12/21 11:33 PM  
**SOURCE:** Website  
**NAME:** John Dorny Dorny

---

**COMMENT:**

How much time from end to end in gondola? Is it free? Can you buy lift tickets at canyon base and not stand in line at ski resorts? (32.2.6.3O, 32.2.4A, and 32.2.6G)

**COMMENT #:** 2774  
**DATE:** 7/12/21 11:34 PM  
**SOURCE:** Website  
**NAME:** Kyle Nelson

---

**COMMENT:**

Create a better bus system and more parking at the base to go with. **(32.2.9A)** Close the canyon to regular cars from 8 a.m. to 2 p.m. during the months of December through March. **(32.2.2B)** Offer an access pass for \$500+ a season to anyone who wishes to ride in their own vehicles during those times. **(32.2.4A)** But please do not establish a tram, train, or any other obscenity that would only be "necessary" for less than a 3rd of the year. **(32.1.2B, 32.7C and 32.2.4A)** People climb and do other stuff in that canyon year round. **(32.4A and 32.4B)** It would be a much better looking, cheaper, and faster option to just improve the bus system and force people to ride it (unless they say wanted to buy an Uber expensive season pass) rather than installing an eye sore thats there year round. **(32.2.9A)**

**COMMENT #:** 2775  
**DATE:** 7/12/21 11:35 PM  
**SOURCE:** Website  
**NAME:** John Dorny Dorny

---

**COMMENT:**

If there 7000 vehicles per day in the canyon and you have parking for 1800. Hiw many vehicles per day does the EIS say wont use the canyon anymore? **(32.2.4A and 32.2.6.2.1C)**



**COMMENT #:** 2776  
**DATE:** 7/13/21 12:03 AM  
**SOURCE:** Website  
**NAME:** Richard Revenaugh

---

**COMMENT:**

I would prefer the Gondola over the widening of the canyon road. Thank you. **(32.2.9D)**

**COMMENT #:** 2777  
**DATE:** 7/13/21 1:33 AM  
**SOURCE:** Website  
**NAME:** Jay Salisbury

---

**COMMENT:**

Bus service will run up the canyons regardless, save money, add a bus lane, they literally take minutes longer to go up the canyon than a car. **(32.2.9B)**

**COMMENT #:** 2778  
**DATE:** 7/13/21 5:29 AM  
**SOURCE:** Website  
**NAME:** Matt McCarthy

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**COMMENT:**

The Doppelmayr 3s detachable rope way system is the only answer. You could build as many lanes as you want and 1 bad driver in a snow storm will screwing all up. If the gondola tram system was done properly and based on some of them that r already in use all over the world it would help with traffic as well as avalanche concerns you could keep the thing running during storms as long it was built properly. People r not good at driving even on a sunny dry pavement day I have worked in that canyon for 20 years and have seen it get worse with traffic and the common sense and skill of the drivers these days **(32.2.9D)**

**COMMENT #:** 2779  
**DATE:** 7/13/21 6:35 AM  
**SOURCE:** Website  
**NAME:** Roxanne Toskovich

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**COMMENT:**

My questions-

Is transporting people up the canyon on a gondola while the avalanche danger is high a good idea? **(32.2.6.5K)** Who benefits from getting to people to ride the gondola up the canyon, though avalanche danger may be high through the canyon and the resorts, who will be responsible for a tragedy? **(32.2.6.5K and 32.2.6.5H)** Where will we be able to have enough parking? **(32.2.6.2.1C)** Gondolas have proven to fail in many different places what happens if this one does as well, what steps are in place to have it removed if it's inoperable, who covers the cost of removal? What makes this gondola different from those that fail? **(32.2.6.5K)** A light rail system on the current road and eliminating cars would be more efficient long term. The most effective places use monorail/light rail systems where travel is overwhelming resorts. **(32.2.9F)** Why are we starting from the bottom of capabilities and not going for the best and most effective methods. There has been little as to why except an unsupported model which ultimately the gondola will close due to avalanche danger. People need to accept that it is unsafe to travel through avalanche danger areas when the probability is high. Having a train system with multiple stops is more cost effective per person and would be able to handle the load of people wanting access instead of only being able to move a small percentage up the canyon. **(32.2.6.6A)** If the ski resorts were only allowed to use a gondola or train and the roadway is no longer an option a train would much better provide patrons to the resorts at a higher speed therefore creating a want to ride instead of a dread to ride.

No one wants to ride in a gondola for an hour to get to the resort. They want a 15 minute ride up the canyon. People avoid spending more time to get to their destination if there is a faster way. Ultimately there's no draw for one to ride the gondola other than the one time novelty of saying you've done it.

**COMMENT #:** 2780  
**DATE:** 7/13/21 6:36 AM  
**SOURCE:** Website  
**NAME:** Michael Williams

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**COMMENT:**

City Sights Inc has operated tours in the Salt Lake City area for more than 30 years. Please consider this MASSIVE OPPORTUNITY to build an 'architectural masterpiece' tram system that will 'wow' visitors and locals. I believe Salt Lake City is a World-Class city and is worthy of a beautifully functional mountain tram system. Build it in phases like the Olympic Stadium. The majority over 100 thousand visitors taking our tours are mezmerized by the Wasatch Mountain Range. If we build a masterpiece it will generate far more revenue in taxes than its cost. Tourism is Utah's strongest economic sector. More conventions will come to our city and people will spread the word concerning a World Class Tram System. IT IS GOING TO BE AN INVESTMENT IN OUR FUTURE. Remember the phrase: "If you build it, they will come"**(32.2.9D)**  
Think Las Vegas!

**COMMENT #:** 2781  
**DATE:** 7/13/21 7:17 AM  
**SOURCE:** Website  
**NAME:** Andrew Israel

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**COMMENT:**

I spent the Winter of 2017-18 in Sandy. Skiing Alta & Snowbird almost every day. Because of the traffic in LCC and the pollution related to the traffic back-ups...I said I will never be back. I have not visited Utah since then. I think a gondola is a great idea. Eliminates both the traffic problem and the pollution (exhaust) problem. 100% behind the Gondola solution. **(32.2.9D)**

**COMMENT #:** 2782  
**DATE:** 7/13/21 7:19 AM  
**SOURCE:** Website  
**NAME:** Peter Rogers

---

**COMMENT:**

I vote for the gondola **(32.2.9D)**

**COMMENT #:** 2783  
**DATE:** 7/13/21 7:21 AM  
**SOURCE:** Website  
**NAME:** Nina Johnston

---

**COMMENT:**

Please don't put up a gondola to the ski areas. Love our mountains. (32.2.9E)



**COMMENT #:** 2784  
**DATE:** 7/13/21 7:28 AM  
**SOURCE:** Website  
**NAME:** Carlton Wilcox

---

**COMMENT:**

With climate change the proposed alternatives are too small scale for the bigger problem that faces society. **(32.2.2E)** A bore hole up thru the mountain range to Alta, continuing on to Brighton and continue to Park City should be an alternative. **(32.2.2C and 32.2.2H)** Install electric rail from Park City to the light rail system in the valley. **(32.2.2I)** That will provide for year round commuter service to SLC for the Park and Heber Cities areas as well as ski travel having a much bigger impact on carbon emissions reduction as well as I-80 and US 189 traffic congestion reduction.

**COMMENT #:** 2785  
**DATE:** 7/13/21 7:28 AM  
**SOURCE:** Website  
**NAME:** Elsa Dillman

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**COMMENT:**

To whom it may concern,

I am opposed to the gondola option proposed in the EIS. **(32.2.9E)** I think rather than traffic congestion relief, this is an aim to boost tourist attractions. **(32.7C)** A gondola does not serve locals and local needs. We are backcountry users, families, employees of snowbird/alta, ect. The gondola will have limited stops for non resort users. It also impacts many bouldering spots in the canyon. It is not a friendly option for anyone who is not a resort user. **(32.2.7A, 32.7C, and 32.2.4A)**

I see another major issue to the gondola being that the entire point is to reduce traffic and increase safety. This means that people, a lot of people, have to actually use it. I think tourists would be thrilled. Ride a gondola, ski a day, fly back home to wherever. I have a really hard time seeing regular skiers use it. I would like to see data on this. Not if people think it's a great idea, but if they personally would use it a majority of the time they use the canyon. **(32.2.4A)**

Further, I think the gondola moves congestion into the cottonwood heights/Wasatch boulevard area. **(32.2.6.5E)** This is indeed safer than having cars stuck in a snowy canyon, but it further irritates the people living in the area and does nothing to alleviate the traffic aspect of the issue. **(32.7C and 32.7B)** Anyhow, I think the ideal option is not one detailed in the EIS. I think the most ideal option would be to limit single drivers up the canyon in the winter (using a toll booth type screening at the base of the canyon). The resorts also can help by restricting parking to those with reservations/multiple people/ect. Obviously with the exception of residents or other special cases. Increased bus service would also help make it more convenient for people. **(32.2.4A)**

**COMMENT #:** 2786  
**DATE:** 7/13/21 7:45 AM  
**SOURCE:** Website  
**NAME:** Tim White

---

**COMMENT:**

I am writing to voice my support for the Bus option for improving transportation in Little Cottonwood Canyon. I have lived near Wasatch Blvd in Cottonwood Heights for 25 years and I frequently use bot LCC and BCC year round. Please protect the natural beauty of LCC by moving forward with improved bussing in Little Cottonwood Canyon. **(32.2.9A)**

**COMMENT #:** 2787  
**DATE:** 7/13/21 7:46 AM  
**SOURCE:** Website  
**NAME:** Samuel Schulthies

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**COMMENT:**

I love the idea of the Gondola service, it gives a lot more benefits than the dedicated bus lane. **(32.2.9D)** Soaring above the canyon would not only be awe inspiring, it would be efficient and avoid traffic just as you all stated above. No waiting for buses or finding a parking spot, just wait in line for a Gondola that is always moving! My family and I took a trip to Walt Disney World in May 2021 and we stayed at a resort where a brand new gondola line was built to 2 of the theme parks. It was so fun to hop in a quiet car and fly above all of the trees, people, traffic, buildings, etc, and get to where we wanted to go easier. Even during peak times with long lines, the line was always steadily moving. The bus system was more of an agonizing wait, especially during COVID. **(32.2.6C)** Buses had limited seating and could only pick up so many people... even before Covid actually. Waiting for another bus was always the hard part, they can take about 15-20 minutes at times. **(32.2.6.3N)** The gondola though, even if the line was absurdly long, it moved quickly and steadily, never stopping because the gondola itself did not stop.

Thank you for all your hard work in improving Utah's transit future. I genuinely believe the Gondola would be more future proof, cleaner, and just more enjoyable. Not to mention in the summertime it could even be repurposed purely for fun that doesn't involve snow or skiing... taking hikers easily up into the mountains or providing a road tripping family with a bird's eye view of Utah's underrated, stunning Wasatch Range.

**COMMENT #:** 2788  
**DATE:** 7/13/21 7:47 AM  
**SOURCE:** Website  
**NAME:** Christopher Cox

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**COMMENT:**

I vote for the gondola option! Works well in other places like Breckenridge CO and isn't reliant on snowplows or slowed as much by avalanche control!(**32.2.9D**)

**COMMENT #:** 2789  
**DATE:** 7/13/21 7:48 AM  
**SOURCE:** Website  
**NAME:** Joshua Velasquez

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**COMMENT:**

I am absolutely in favor of option B and the Canyon Gondola. We are stewards of our land and Canyons, and this option will have a much more favorable impact on our Canyon environment and our watersheds. **(32.2.9D and 32.12A)**

**COMMENT #:** 2790  
**DATE:** 7/13/21 8:30 AM  
**SOURCE:** Website  
**NAME:** George Karlsven

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**COMMENT:**

I strongly favor the enhanced bus option. Ride time is significantly faster. With avalanche sheds very little avalanche shutdowns will happen. Easiest alternative to ramp up or down as demand changes. Cost, on a discounted cash flow basis, is best. **(32.2.9B and 32.2.6.3D)**  
Biggest issue not addressed in the gondola approach is the shutdowns due to wind. These will happen and no analysis of impact and how they will be managed was presented **(32.2.6.5K)**

**COMMENT #:** 2791  
**DATE:** 7/13/21 8:36 AM  
**SOURCE:** Website  
**NAME:** Shannon Oneal

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**COMMENT:**

Buses not towers. Towers are “permanent.” Buses evolve and are far more versatile.  
The tram is a thinly-veiled tourist attraction. That’s not what LCC needs. Electric buses. **(32.2.6.3F)**  
Snow sheds where they make sense. Severely restricted auto traffic to force people out of their cars.  
Resorts can run their own special buses as an amenity and compete by offering special services, schedules. **(32.2.9A and 32.2.4A)**



**COMMENT #:** 2792  
**DATE:** 7/13/21 8:58 AM  
**SOURCE:** Website  
**NAME:** Anton Huber

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**COMMENT:**

I believe the Gondola is the only working solution. It is proven all over Europe and will funnel people summer and winter to the right location. They won't be trashing white pine and oter trailheads anymore. What a great ride that would be. **(32.2.9D)**

**COMMENT #:** 2793  
**DATE:** 7/13/21 9:07 AM  
**SOURCE:** Website  
**NAME:** Michael Mahoney

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**COMMENT:**

Budget conscious...

I think a reversible bus lane can be special UDOT permitted and high occupancy reversible traffic lane. It'll further encourage carpooling and lessen parking issues up top. It can help in an emergency too if lanes are blocked on either shoulder. **(32.2.2D)**

**COMMENT #:** 2794  
**DATE:** 7/13/21 9:20 AM  
**SOURCE:** Website  
**NAME:** Lynne Becker

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**COMMENT:**

I like the gondola project **(32.2.9D)**

**COMMENT #:** 2795  
**DATE:** 7/13/21 9:38 AM  
**SOURCE:** Website  
**NAME:** Allene Remington

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**COMMENT:**

I am all for a gondola to cut down on traffic and pollution. I feel strongly that it should have the option of a few stops at the gate buttress and at the white pine trailhead to accommodate hikers, climbers and skiers. **(32.2.9D and 32.2.6.5G)**

**COMMENT #:** 2796  
**DATE:** 7/13/21 9:55 AM  
**SOURCE:** Website  
**NAME:** Itay Neumann

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**COMMENT:**

I think we need to completely alter our mindset. We keep on trying to EXPAND and allow MORE people to access areas, where what we should do is decide an area reached its capacity and does not offer any more capacity. **(32.20B)** No matter the alternative - there would be increased damage to the canyons. The more visitors we have, the more erosion, the more pollution, the more garbage, disturbance to wildlife, etc. **(32.20A and 32.20C)** I strongly support increasing bus capacity on the route, but not an expansion of the road or an addition of a gondola. Just have busses depart every 5-10 minutes, that would be more than enough to sway most people into using it instead of a private vehicle. **(32.2.9A and 32.2.4A)** If public transit is timely and available, it would be a decision making itself. Naturally there would be less vehicles on the road, resulting in no need to expand the road. We need to stop thinking of how to expand and make more money, we need to think of how to convince people we should accept nature as it is, and work with nature, not against it.

**COMMENT #:** 2797  
**DATE:** 7/13/21 10:06 AM  
**SOURCE:** Website  
**NAME:** Keith Eikevik

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**COMMENT:**

if the option is between bus and gondola, bus should be the route picked. Less visual impact, better options for future (bus only). **(32.17A and 32.17B)** Rail should be the final options. **(32.2.9F)**

**COMMENT #:** 2798  
**DATE:** 7/13/21 10:12 AM  
**SOURCE:** Website  
**NAME:** Michaela Doyle

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**COMMENT:**

You have all these great ideas for transporting thousands of people up the canyon. Great, but I have heard nothing regarding expansion of the 2 resorts up there. The crowds that are up there now are so great as to make skiing a very hazardous activity on most days. Alta and snowbird are already beyond maximum capacity for safe skiing with a full parking lot and a few people who ride the bus. I don't support expanding the road, bussing or a gondola to get more people up there unless the ski areas are expanded in proportion to the added people allowed to ski each day. I think there should be a point where people are not allowed in. Limits as to how many people can get on the lifts each day. Season pass holders should be aware to get there early before the lifts stop accepting new skiers for the day. **(32.20C and 32.2.2K)**

**COMMENT #:** 2799  
**DATE:** 7/13/21 10:24 AM  
**SOURCE:** Website  
**NAME:** Charlotte Miller

---

**COMMENT:**

Please do not ruin the beauty of the LCC with a gondola! **(32.17A)** Other measures should be put in to place before jumping to such a drastic construction of a gondola. **(32.2.9E)**



**COMMENT #:** 2800  
**DATE:** 7/13/21 10:31 AM  
**SOURCE:** Website  
**NAME:** Lee Vanderwekken

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**COMMENT:**

The gondola would be the least invasive option. Widening the road seems like a horrible idea and you would still be stuck in an accident or heavy snow day. Plus the gondola would be a very cool visual, world class snow world class transportation. **(32.2.9D)**

**COMMENT #:** 2801  
**DATE:** 7/13/21 10:54 AM  
**SOURCE:** Website  
**NAME:** Alex Burlison

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**COMMENT:**

Salk Lake City is home of one of the biggest climbing scenes in the world, and the boulders in Little Cottonwood are legendary. These are our backyard boulders. These have been climbed on for decades, and continue to challenge the old climbers and the new kids coming up in the sport! These proposed plans would be a dishonor to the climbing community and a slap in the face to every climber that moved to SLC because of the climbing scene (including me). Please reconsider the devastating impact these projects will have on these ancient stones and those who find their meaning through climbing them. **(32.4A and 32.4B)**

**COMMENT #:** 2802  
**DATE:** 7/13/21 10:55 AM  
**SOURCE:** Website  
**NAME:** Rudi Matt

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**COMMENT:**

Here's an idea, stop overpopulating Utah. Nothing but so cal, texass, east coast transplants. Overpopulating the West ain't working. **(32.29D)**

**COMMENT #:** 2803  
**DATE:** 7/13/21 11:03 AM  
**SOURCE:** Website  
**NAME:** Kyle Deans

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**COMMENT:**

The ex padded bus service extra lane is a horrible idea. **(32.2.9C)** Adding more vehicles on a wider road and “shelters” along the road will be much more visually offensive than the Gondola. More roads and vehicles on those roads is not the solution. **(32.17A, 32.17B, and 32.7C)**

The Gondola is unquestionably the best solution. **(32.2.9D)**

A toll for individual drivers and/or paying to park at the resorts is a must. **(32.2.4A)** Widening Wasatch Blvd is a horrible ideas, it will not alleviate the occasional backups, see Induced Demand. **(32.7B and 32.2.6.2.2A)** Leave Wasatch Blvd the way it is. Work with UTA to expand frequently of busses to the Gondola base. **(32.2.9D)**

No bus lane, no widening of Wasatch yes on the Gondola.

**COMMENT #:** 2804  
**DATE:** 7/13/21 11:17 AM  
**SOURCE:** Website  
**NAME:** Bryce Jenkins

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**COMMENT:**

In favor of the proposed Gondola option "B" where. I would like to see UDOT being proactive towards the growth in population and popularity of LCC canyon. **(32.2.9D)**

**COMMENT #:** 2805  
**DATE:** 7/13/21 11:19 AM  
**SOURCE:** Website  
**NAME:** Roger Tobari

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**COMMENT:**

I am casting my vote for the 3rd lane option currently targeted for bus use. **(32.2.9B)** It is my hope that this 3rd lane could eventually be modified as a Flex Lane that would be allowed for uphill traffic in the morning (until 2:00 perhaps) and downhill traffic in the afternoon and evening. **(32.2.2D)** I am also in favor of Avalanche Sheds to mitigate road restrictions due to avy control work and slides across the road. **(32.2.9K)**

**COMMENT #:** 2806  
**DATE:** 7/13/21 11:24 AM  
**SOURCE:** Website  
**NAME:** Kelly Flint

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**COMMENT:**

I support the proposed gondola project. I believe it will have fewer impacts on the canyon and more successful with the public than the bus alternative. **(32.2.9D)**

**COMMENT #:** 2807  
**DATE:** 7/13/21 11:25 AM  
**SOURCE:** Website  
**NAME:** Malina Barrett

---

**COMMENT:**

While the gondola sounds good on paper, the construction of a gondola from the mouth of LCC to Snowbird is over 8.8 miles and another 1.5 miles to reach Alta Ski Resort. The construction of this gondola will be nearly 2 times longer than any that exist in the world. Logistics and design will likely be considerably more, which will cause project costs to far exceed the current pricing of \$592 million. Additionally, the gondola will be an eye sore in the canyon for generations to come. **(32.17A)** The eyesore will be caused by the gondola and the large concrete barriers required to keep the gondola standing in the event of an avalanche. In addition, extreme weather conditions such as high wind would keep the gondola from operating at all times. **(32.2.6.5K)**



**COMMENT #:** 2808  
**DATE:** 7/13/21 11:27 AM  
**SOURCE:** Website  
**NAME:** Matthew Colemere

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**COMMENT:**

Please do not build a tram up Little Cottonwood Canyon. The impacts of this will be go on for too long, and ultimately not help. The bus system will be better for everyone involved, and keep our canyon beautiful. **(32.2.9E and 32.2.9A)**

**COMMENT #:** 2809  
**DATE:** 7/13/21 11:45 AM  
**SOURCE:** Website  
**NAME:** Colby Hartman

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**COMMENT:**

I live at the base of LCC and there are many winter days where I can't even get out of my driveway because traffic is backed up for miles due to canyon closures. **(32.7B)** I am a huge supporter of the gondola for many environmental reasons like benefits for air quality and the watershed, but maybe most importantly because it will take traffic out of my neighborhood! **(32.12A and 32.10A)** Everyone has the right to enjoy the canyon, but we need to make access smarter so that people around the canyon can live their lives without major disruptions.

I also have a MAJOR problem with adding a bus lane in the canyon as it will have profound effects on our environment. Widening the road will impact hiking and bouldering locations. **(32.4A and 32.4B)** More asphalt means more road to salt which means more salt and impurities directly into the watershed. **(32.12B)** The addition of 60-80 buses would be a travesty for our air quality which is already at a breaking point. If we actually care about our environment, we will stop bickering over diesel fueled buses and UDOT will select the alternative that gives us a fighting chance to maintain the beauty that the canyon is known for. Widening the lane will scar the canyon forever. **(32.10A and 32.2.6.3F)** Please make the right choice and select Gondola, it is the only option that makes sense for today and the future.

Thank you

**COMMENT #:** 2810  
**DATE:** 7/13/21 11:48 AM  
**SOURCE:** Website  
**NAME:** Alex Hawkins

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**COMMENT:**

The biggest problem with travel up the canyon is during poor weather. The bus option is proposed as a quicker option, but during bad driving conditions the buses will still experience slow downs or even be incapable of reaching the ski resorts. Reliability on pow days is more beneficial than speed on clear days.

I much prefer the gondola option. **(32.2.9D)**

Can we get a gondola in Big Cottonwood too? **(32.1.1A)**

**COMMENT #:** 2811  
**DATE:** 7/13/21 12:01 PM  
**SOURCE:** Website  
**NAME:** Scott Nelson

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**COMMENT:**

I support the gondola as the best solution for alleviating traffic congestion in Little Cottonwood Canyon. The gondola reduces traffic on the road and provides access to Alta and Snowbird when the road is closed during dangerous avalanche conditions and snow removal. **(32.2.9D)**

**COMMENT #:** 2812  
**DATE:** 7/13/21 12:03 PM  
**SOURCE:** Website  
**NAME:** Tara French

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**COMMENT:**

I would like to know how much is the gondola going to cost to ride up to the resorts? Will there also be a parking fee? You might price people out of riding the gondola if it's cheaper to park up at the resorts, especially when it's a family going up to ski for the day. What's the incentive to ride the gondola vs driving? How about closing parking at the resorts except for workers, residents, hotel guests, etc to force people to ride the bus or gondola? Leave the canyon open for trailhead parking since the gondola/bus options don't stop at trailheads. **(32.2.4A)**

**COMMENT #:** 2813  
**DATE:** 7/13/21 12:21 PM  
**SOURCE:** Website  
**NAME:** Vanessa Forbes

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**COMMENT:**

The gondola is a vast improvement for the otherwise crowded canyon traffic. Increasing access to the outdoors is paramount for peoples' wellbeing and fitness. Studies have been taken that show expanded roadways only lead to more cars on the road and heavier congestion, not to mention green house gas emissions. **(32.10A and 32.20G)** The gondola is a safe, efficient and sustainable way to transport people through Little Cottonwood Canyon. I live in Sandy and can't support this idea enough. **(32.2.9D)**

**COMMENT #:** 2814  
**DATE:** 7/13/21 12:25 PM  
**SOURCE:** Website  
**NAME:** Aaron Campbell

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**COMMENT:**

I am absolutely in favor of the Gondola B solution and believe it is long overdue. The enhanced bus service would not alleviate canyon congestion or pollution, it would add to it. I vote for the Gondola B solution. **(32.2.9D)**

**COMMENT #:** 2815  
**DATE:** 7/13/21 12:44 PM  
**SOURCE:** Website  
**NAME:** James Rickard

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**COMMENT:**

I prefer the gondola option. Most people are terrible drivers, and there is no need to drive yourself up to the resort. Everyone has been stuck behind a tourist going 20 mph on the way to Alta or had a close call with a snowplow. Forcing people to ride in the gondolas keeps traffic in the city, protects wildlife, and allows workers and residents to get to Alta quickly. **(32.2.9D)**

Additionally, it would help if you imposed a toll on those who don't live or work in Alta and choose to drive anyway (similar to schemes in London, Stockholm, and Singapore). By doing this, you incentivize people to use the public transit option, and you can use the extra revenue to help maintain the roads. **(32.2.4A)** I think the bus option is decent, but many things can go wrong - people driving in the bus lane, broken down vehicles in the bus lane, delays due to snow, and the inherent lower reliability of buses vs. gondolas. I'm sure it is cheaper, but the gondola system combined with the road surcharging would offer a permanent solution that is more environmentally friendly and scalable.



**COMMENT #:** 2816  
**DATE:** 7/13/21 12:56 PM  
**SOURCE:** Website  
**NAME:** Mary Facciponti

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**COMMENT:**

The mountain can't sustain more traffic - it's already overcrowded now with IKON pass and all the newbies arriving daily. Pls don't ruin it. **(32.7C and 32.2.9G)**

**COMMENT #:** 2817  
**DATE:** 7/13/21 1:01 PM  
**SOURCE:** Website  
**NAME:** Jonathan Campbell

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**COMMENT:**

The gondola option by far makes the most sense out of the two options. However it doesn't think large enough. We are trying to have SLC be a ski hub but this solution only focuses on the very east bench. The parking garage at La Caille will create a logjam on Wasatch, Creek, and 9400. **(32.2.6.5E)** What you need to look at is running the gondola down to I-15, possibly at Jordan Commons where there is a Trax station, parking at the Commons and Expo Center, with a stop at 9400S and Highland where there is available land at either the old Shopko or A Fresh, and then run up the canyon from there. Run the gondola line up 9400S avoiding eminent domain and make it a true transportation solution. This would also allow workers to live throughout the valley rather than only around the mouth of the canyon which would expand the employee base as well as significantly reduce their cost of living. Tourists staying downtown could take Trax directly to the gondola rather than trying to link Trax with busses. **(32.2.2I)**

**COMMENT #:** 2818  
**DATE:** 7/13/21 1:01 PM  
**SOURCE:** Website  
**NAME:** John Adams

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**COMMENT:**

Both of your alternatives show an improvement in per person travel time from a current base line of 80-85 minutes, and an improvement in vehicle backup distance from a base line of 13,000 feet. Are the baseline numbers based on projections for the target future conditions year of 2050, or travel time today? And if it is based on today, is this based on any given weekday, or one of the 30 weekend power days during the winter where we see the most traffic? **(32.2.6H)**

**COMMENT #:** 2819  
**DATE:** 7/13/21 1:03 PM  
**SOURCE:** Website  
**NAME:** Chris Hoefelmeier

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**COMMENT:**

A more extensive review (more time to consider the options before deciding what choice will be the most effective and cost effective of the options. Buses may be more cost effective and probably more versatile/flexible option. We must eliminate private vehicles in both Big and Little Cottonwood Canyons. **(32.2.4A and 32.2.2B)**) If we had better leadership and clearer vision, this problem should have been implemented 30 years ago!!!

**COMMENT #:** 2820  
**DATE:** 7/13/21 1:46 PM  
**SOURCE:** Website  
**NAME:** Emily Pitsch

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**COMMENT:**

Please stop this nonsense!!!! LCC can still be saved and traffic ameliorated by increasing the bus service and metering the canyon! more parking should be supplied at the bottom of the canyon and people will take the buses (which they already do to max capacity). **(32.2.9A, 32.2.4A, and 32.2.6.2.1C)** According to Fehr and Peers, 2008 detracting issues from the scenic byways (LCC road) unclude overhead power lines, jersey barriers etc.. you should get the point but let me summarize: building detracts. If power lines detract think about what you gondola will detract! we must preserve the naturalness of LCC in accordance with the goals of the FS. STOP this nonsense! LCC Is not a canyon solely for Alta/Snowbird recreation. Y'all are corrupt. **(32.17A and 32.17B)**

**COMMENT #:** 2821  
**DATE:** 7/13/21 1:57 PM  
**SOURCE:** Email  
**NAME:** Jonathan Campbell

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**COMMENT:**

Carlos, I wanted to share some thoughts on LCC and the proposals. I'm fully in favor of the gondola solution, I've seen it work well as a transportation solution while skiing in the Alps as well as a great public transit solution in La Paz, Bolivia where they have one of if not the largest gondola system in the world built specifically for low cost public transit. **(32.2.9D)** I live around 8000 S and 2700 E and grew up skiing Alta and worked in LCC in college so it's a topic near and dear to me. I think that the gondola solution is the right approach but doesn't go broad enough. We're trying to create a transport solution for LCC and the ski industry as a whole but trying to address it only by looking at Highway 210. To do this correctly I think we need to factor in the entire valley and tying in with the existing transportation solutions we have. Here are a few thoughts I have.

Putting 1,500 cars in a parking garage at La Caille will move the traffic from 210 to Wasatch Blvd, 9400 S, Creek and Bengal and I'm afraid that we'll be just moving the same traffic problem down canyon and not alleviating the congestion between BCC and LCC or from Wasatch south of 9400 S. **(32.2.6.5E)**

I think the gondola should go all the way down to 9400S and tie in to the Sandy Expo Trax station there along with a few other stops along 9400 S. That would allow skiers to take Trax from the Downtown and Draper with just one transfer to the resorts on the gondola with a more pleasant and direct ride to Snowbird and Alta than a bus. **(32.2.2I)**

Running the gondola down to the Sandy Expo station would allow parking to be distributed along 9400S in existing parking lots rather than being concentrated only at La Caille. When looking at 9400S, there are multiple existing lots with extensive parking that is rarely at capacity or is not being used on weekends as well as lots that could handle large parking garages This would bring economic growth to the businesses in those areas as well as possibly create growth opportunities for new small businesses in those areas. The tax revenue it would bring Sandy would be significant and I imagine public support would be strong since it would use existing parking facilities and support local businesses. **(32.2.2I)**

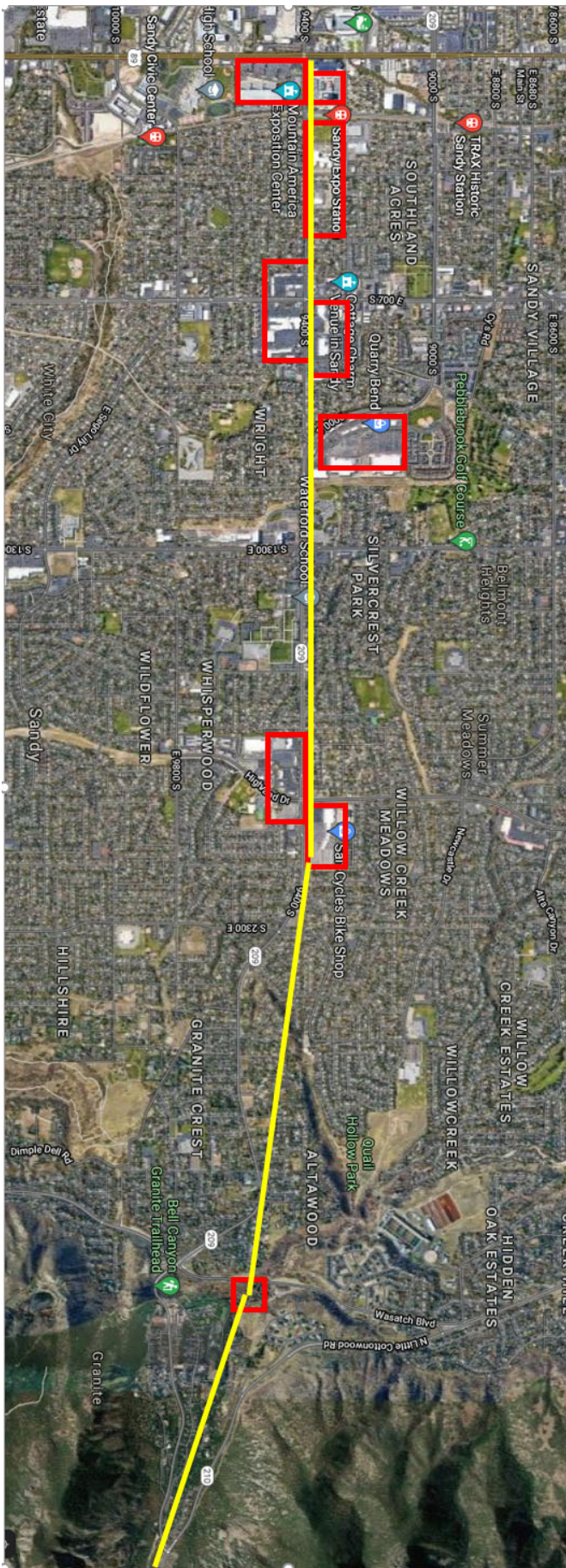
Sandy Expo Center

Jordan Commons

Mt Jordan Middle School

Canyons District Office

9400 S & 700 E with parking on



**COMMENT #:** 2822  
**DATE:** 7/13/21 2:03 PM  
**SOURCE:** Website  
**NAME:** Jim Leaver

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**COMMENT:**

Bouldering and climbing in LCC is very important to our family and we are concerned that the gondola option will affect bouldering/climbing. In any case, we are in favor of whichever option will have the least impact on LCC bouldering and climbing during the non-winter seasons. Thanks! **(32.4A and 32.4B)**



**COMMENT #:** 2823  
**DATE:** 7/13/21 2:06 PM  
**SOURCE:** Website  
**NAME:** Chris Reedy

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**COMMENT:**

I am a Boulderer / Skier in this canyon and am always up there on a weekly basis. I would like to know what boulders and hiking trails would be impacted by these proposals. I am also worried that you would need heavy equipment to install most of these proposals, which would be removing trees and bushes that we could be relying on to keep us cool in the summer months while climbing. Is there anything planned to keep the footprint to a minimum for installing these proposals? **(32.4A, 32.4B, 32.13A, and 32.13B)**

I am for reducing the traffic in the canyon as long as we can do it without removing boulders, trails and vegetation surrounding these areas.

**COMMENT #:** 2824  
**DATE:** 7/13/21 2:21 PM  
**SOURCE:** Website  
**NAME:** Brad Dickter

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**COMMENT:**

Please proceed with the proposal to expand buses and bus lanes up LCC. **(32.2.9B)** Expanded bus service up LCC will promote public transit usage which will ripple across the Salt Lake valley and transit behaviors. As LCC users become accustomed to bus ridership, they will become more likely to ride more busses and other public transit across the Salt Lake Valley which is beneficial to UDOT, air quality, and promotes public transit infrastructure. Furthermore, while busses are primarily being considered for access from Wasatch Blvd up to Snowbird and Alta, busses will be forever adaptable to potentially stop at other destinations within LCC such as current (or future!) trailheads. **(32.2.6.3C)** Busses provide the most beneficial solutions for canyon ridership plus the most potential solutions for the future!

Please do NOT build the gondola as currently proposed! **(32.2.9E)** The gondola uses tax payer dollars to explicitly and exclusively benefit the private owners of La Caille and Snowbird and Alta. The gondola provides zero long-term flexibility. **(32.2.7A and 32.2.6.3A)**

**COMMENT #:** 2825  
**DATE:** 7/13/21 3:09 PM  
**SOURCE:** Website  
**NAME:** Jaren Davis

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**COMMENT:**

Change is difficult, particularly when it comes to growth. I admire UDOT's approach to addressing the traffic as our residents enjoy the beauty of our outdoors. Many of us call Utah home because of the offerings for recreation all year long. It is why our tourism is strong and our reputation significant in the world.

Our long-term citizens have done a remarkable job in preserving our values while addressing the needs for growth. Some have sacrificed for the change, yet the whole was made better. Public input has allowed for best ideas to rise to the top, knowing that some will not be satisfied no matter the outcome. Leaders look beyond personal needs into the future, avoiding negative impacts where available. Doing nothing is not an option as we have gone beyond a reasonable time to make corrections.

I love the gondola option as it not only addresses the need but provides a unique approach that will give access to many who haven't been able to enjoy the beauty of the canyon. Undoubtedly, many tourists will discuss the transportation option, gathering even stronger marketing options for a viable industry. **(32.2.9D)**

Thank you to those who have led this discussion at UDOT. Thank you to our community leaders and those who have worked so hard in helping us find a solution.

**COMMENT #:** 2826  
**DATE:** 7/13/21 3:35 PM  
**SOURCE:** Website  
**NAME:** Greg Peterson

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**COMMENT:**

The Gondola idea is not a good idea. It's time has past. **(32.2.9E)** Just a law suit waiting to happen. Look up the safety of a gondola and history of snapping cables ect. Udot you guys put up with alot of bs but I say no to this one. If they want to do one, take it to parleys canyon not the little or big cottonwoods. **(32.2.6.5K)**

**COMMENT #:** 2827  
**DATE:** 7/13/21 3:43 PM  
**SOURCE:** Website  
**NAME:** Mikayla Willis

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**COMMENT:**

A gondola is a bad idea for many reasons. **(32.2.9E)** The biggest reason is that it will attract many more tourists and people who don't belong in little cottonwood based on their skiing ability etc. I'm afraid of Little Cottonwood being stripped of its culture like Park City and Canyons resorts. Everyone is already making money, it would be disappointing to see little cottonwood become commercialized along with every other ski resort in Utah. I'm 17 years old and with the current inflation in Park City and Little Cottonwood it's going to be very difficult to afford to live in my home town without some sort of life changing compromise. I don't want to see this progress any faster alongside with all the locals. Eventually all the locals are going to get pushed out except the very wealthy ones if we keep moving at this rate. Although it's a given we will need to compromise and adapt, it would be really cool if we were considered primarily over the short term advantages of putting tourists first. **(32.6A)** The economy can't keep inflating forever and when it does crash again there won't be any support from the locals because they will all be gone. It is very special and exciting to get stuck in little cottonwood because on snow! I've had some of the best experiences of my life stuck in The Cliff Lodge, The Iron Blossom, and Gold Minors Daughter!!!  
Thank you,  
Mikayla Willis

**COMMENT #:** 2828  
**DATE:** 7/13/21 3:48 PM  
**SOURCE:** Website  
**NAME:** Matt North

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**COMMENT:**

My name is Matt North and I am a resident of Vineyard, Utah. I grew up in Sandy and have been hiking, climbing and skiing the Cottonwood Canyons for more than 40 years. I wish to speak in opposition to the construction of a gondola in Little Cottonwood Canyon. **(32.2.9E)**

On June 25, Snowbird president Dave Fields spoke in favor of a gondola to the Salt Lake Tribune. He said:

"[Why add] a bunch more concrete and construction in the canyon or more lanes and snow sheds when we know the gondolas work and are much less impactful on the environment. They're better for air quality. No matter how bad and how hard it's snowing, a gondola can move up and down the canyon," Fields said. "We've seen what happens when it snows a lot. Buses get stuck like everything else." It is discouraging to me to hear a person who ought to be one of the most informed regarding the proposed gondola make such demonstrably false statements in such a public forum. I would like to refute Mr. Fields' pro-gondola claims:

1. "Why add a bunch more concrete and construction in the canyon?"
  - May I ask what Mr. Fields thinks gondolas are made of and how they are made? For his benefit, and for anyone else who may be confused, gondolas are made of thousands of tons of concrete, steel and fiberglass and require massive amounts of construction. Once that construction is finished, permanent access roads will have to be left and maintained to inspect and service the gondola towers and ropeway.
2. "We know gondolas work and are much less impactful on the environment."
  - According to UDOT's own Environmental Impact Study fact sheet, which was released on the same day Mr. Fields made his comments to the Tribune, the gondola's visual negative impact on the environment is worse than enhanced bussing, while the air and water quality impacts are rated as equal. This evidence rebuts as false Mr. Field's claim that the gondola is much less impactful on the environment.
3. "They're better for air quality."
  - As previously cited from the UDOT EIS, no, gondolas are not better for air quality. Propagandistic photos showing diesel busses belching black clouds of smoke should offend everyone's intelligence. Already on Utah's roadways we have hybrid electric busses, and every major global auto manufacturer has announced "billions of dollars in electric vehicle research and development efforts over the past three years. Busses will only get cleaner and quieter in the decade to come, and beyond. **(32.2.6.3F)**
4. "No matter how bad and how hard it's snowing, a gondola can move up and down the canyon."
  - This is, at best, an oversimplification. It completely ignores the existence of wind, ice, lightning, and other weather factors during storms. All aerial ropeways are limited by weather conditions, as Mr. Fields must well know. The Snowbird tram is stopped whenever winds exceed the tram's engineered tolerance. I reviewed Utah's laws on aerial ropeway weather limitations but was unable to find specific conditions under which the proposed gondola would have to shut down. I assume that this is because different aerial lifts can be engineered to withstand varying degrees of wind, snow, ice, and temperature. Regardless of this assumption, is it factually inaccurate to state that the gondola could run "no matter how bad and how hard" a storm may be. Although I could not find a specific operation rule in Utah's statutes, it is reasonable to assume we follow similar rules to neighboring Colorado, which does have a ropeway statute which states: "When wind or icing conditions are such that operation is hazardous to passengers or equipment, according to predetermined criteria based upon the area's operational experience and the designer's design considerations, the aerial lift shall be unloaded and the operation

discontinued. If necessary under the predetermined criteria, device (s) shall be installed at appropriate location (s) to ascertain wind velocity and direction when aerial lifts are operated. No aerial lift shall operate when there is an electrical storm in the immediate vicinity." I was skiing at Sundance Resort just this past winter when lightning closed their lifts. The proposed gondola is not magically immune to weather and safety limitations. **(32.2.6.3K)**

5. "We've seen what happens when it snows a lot. Buses get stuck like everything else."
- I can't remember ever seeing a UTA bus wrecked or stuck in one of the Cottonwood Canyons. I assume it must have happened, especially since Mr. Fields claims it does-apparently frequently- so I contacted UTA to ask for data related to bus incidents in the Cottonwood Canyons. I received a response from Mr. Carl Arky, Senior "

"Media Relations Specialist for UTA. He said: "UTA's buses are seldom stuck. On the few occasions that happens it's because we're in traffic along with everyone else! On powder days, traffic doesn't flow, so without a dedicated bus lane, the buses cannot move any faster than the other vehicles. The solution is either fewer cars, a dedicated bus lane or...both."

Aside from Mr. Fields' arguments in favor of the gondola, I have many other objections:

- In the past two or three years that I've been following the Little Cottonwood Canyon gondola v. bus discussion, cost estimates for gondola construction have ballooned from \$250 million, to \$400 million, to \$527 million, to now \$592 million. By the time we're finished talking and start building, it seems likely that the actual cost of construction will be approaching \$1 billion, if not exceed that. **(32.2.7F)**
- Governor Cox has said that Alta and Snowbird have indicated a willingness to help financially with the cost of the gondola. He didn't say what that meant-are we talking thousands of dollars? If so, that's not much help. If its tens of millions then that makes a difference, but they will only pass that expense along to their consumers. As the primary beneficiaries of either enhanced transportation option in Little Cottonwood Canyon, shouldn't these ski companies offer to subsidize whichever option UDOT deems most appropriate? What does it say about these companies' motives if they're only willing to chip in if they get the option they want? **(32.2.7A)**
- I believe that Alta and Snowbird favor the gondola because they believe it will deliver the most people to their resorts on hard travel days-holidays, powder days, and interlodge storm days. The resorts don't make as much money if people are stuck in the canyon, or choose not to come because they fear they will be. The resorts are not putting the canyon and its preservation first, they are putting profits first. **(32.2.7A, 32.2.4A, and 32.7C)**
- The gondola will be under-utilized. Peak days and storm days only account for about 50 days a year. Even during the height of ski season, if the roads are clear, anyone can drive from the mouth of the canyon to Alta in 20 minutes, and when they get there, parking will be available. Snowbird is even closer. Why would anyone choose to double their travel time and incur the cost of riding in the gondola when canyon traffic and weather conditions are conducive to driving? **(32.2.4A)** During the summer, very few people will use the gondola, especially if they're going hiking or climbing. The gondola will not provide any access at all to popular intermediate spots in the canyon such as Tanner's Flat or Lisa Falls. The gondola is useless to people going to those recreational spots. My in-laws spent the first week of July at the Cliff Lodge at Snowbird. I asked them if they would have taken the gondola to get there if it existed. They laughed and said there was no way they'd drag all their luggage and pay to ride a gondola when it's only a 15-minute drive up the canyon. We need to stop fooling ourselves into thinking this will be a year-round attraction that will be so busy it will fund itself. **(32.20A)**
- The great power of the bus system is in its elasticity. On peak and powder days, more busses can be put into service; and on lower demand days, fewer busses can run. During shoulder and summer seasons, busses can stop running altogether or run just a few times a day. Intermediate bus stops popular trailheads or observation points could be added or subtracted as needed. The gondola has no such flexibility. **(32.2.6.3D and 32.2.6.3C)**
- Taxpayer dollars should be used judiciously. They should not be used to enrich two businesses that are already wealthy, and whose very existence is largely the cause of the problem in the first place. **(32.2.7A)**

- This is my last and most important point: Little Cottonwood Canyon cannot handle an infinite number of people. Alta and Snowbird don't want to hear this, because it directly affects their bottom line. Cram more people into the canyon, make more money. We can't keep doing this to the canyon. Tolling the road won't solve this; the rich will just pay the going rate and keep cramming the canyon. **(32.2.4A, 32.20C, and 32.20G)** To me, the better option is not to enhance bussing or build a gondola, but to set realistic load capacities for the canyon under a variety of weather and use conditions, and then regulate access before the mouth of the canyon. Disneyworld and Universal Studios do this, we could too. It would be the right thing to do for the canyon and would improve the user experience. **(32.20B)**

I am a big proponent that everyone should try to be part of the solution. To that end, my family and I have stopped using both Cottonwood Canyons on peak and powder days and we pledge to continue to stay out of the canyons on such days. The only real solution is to reduce use, and though we're only five people, we can at least offer that.

In addition, I am a professional data analyst. I would like to offer my services on a volunteer basis to anyone who could use help gathering, collating, analyzing or disseminating data that will help promote protection of the canyons. I hope to see the canyons preserved and enjoyed, and if offering this service can help accomplish that objective, I would be happy to help.

Kind regards,  
Matt North



**COMMENT #:** 2829  
**DATE:** 7/13/21 3:54 PM  
**SOURCE:** Website  
**NAME:** Greg Radin

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**COMMENT:**

Neither the gondola nor bus service will achieve the goal of greater access, less pollution and less traffic. Best options would be banning traffic and only allowing a bus service (like Zion). Cog railroad also a reasonable option. **(32.2.2B and 32.2.9F)**

**COMMENT #:** 2830  
**DATE:** 7/13/21 3:58 PM  
**SOURCE:** Website  
**NAME:** Maison Williams

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**COMMENT:**

1) Time and time again adding lanes and widening roads has done nothing to diminish vehicular congestion - <https://www.wired.com/2014/06/wuwt-traffic-induced-demand/vsc>. Additionally, from here on out, any 'innovation' we make needs to reduce carbon emissions. In Salt Lake, our wintertime standard is dirty air and we need to remedy that with any means available to us. **(32.20G and 32.10A)**

2) The Gondola is my favorite simply for the cool factor and I think it's interesting how Europe and Peru use them for Mountain access, but the Gondola would provide canyon access exclusively for skiers. **(32.2.4A and 32.7C)** This would cut off access to all other canyon recreators which is counterintuitive as Salt Lake City is home to hikers, bikers, climbers, walkers, picnickers, and so many others who use these canyons for more than just wintertime resort-based activities. **(32.2.4A and 32.4G)**

3) MY PROPOSED SOLUTION By using the footprint of the existing road, we could build a trolley car/train that goes up the canyon and has stops at different areas that people like to access. This would be a public transportation option that would reduce vehicular traffic up the canyon, provide access to more areas than just the ski resort, and eliminate the need to destroy more of the canyon or any areas that are used for sports such as rock climbing. **(32.2.9F, 32.4D, and 32.2.6.6A)**

Salt Lake needs to use this opportunity for change to do something that is actually improving the situation, not creating a heap of other issues that we will have to address in another 20 years or cutting off access to the other groups that recreate in this canyon. Make us proud of this project.

**COMMENT #:** 2831  
**DATE:** 7/13/21 4:00 PM  
**SOURCE:** Website  
**NAME:** Kasey Carpenter

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**COMMENT:**

I greatly support the gondola option in Little Cottonwood Canyon over widening of the road and more busses. It makes more sense to me to have multiple options in and out of the canyon, rather than relying on a road as the only way in and out. I work in the canyon year round and have seen the road close due to avalanches in the winter and flooding/rock slides in the summer. Furthermore, when it snows in the winter it doesn't matter how wide the road is, it becomes a traffic jam once one car or bus slides off. **(32.2.9D)**

**COMMENT #:** 2832  
**DATE:** 7/13/21 4:10 PM  
**SOURCE:** Website  
**NAME:** Randy Gunter

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**COMMENT:**

Both of these options are absolutely terrible given how both impact Wasatch Blvd and the neighborhoods surrounding them. **(32.2.6.2.2A)** You're definitely not taking into account that with these options, you are doing nothing but increasing traffic (and speeds) to a parking garage. **(32.2.6.5E and 32.2.6.2.1D)** Once the garage is full, you're now going to have more idling cars sitting on Wasatch waiting for spaces to open up.

Put more parking facilities lower into Sandy, Cottonwood Heights and Holladay and run the busses from there. Use the tolls to build and maintain these facilities and bus runs. **(32.2.2I)**

Do not turn Wasatch into a massive winter parking lot for people waiting to get into a massive winter parking lot!! **(32.2.6.2.2A)**

**COMMENT #:** 2833  
**DATE:** 7/13/21 4:19 PM  
**SOURCE:** Website  
**NAME:** Tanner Rozier

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**COMMENT:**

I am the author of a bouldering guidebook to Little Cottonwood Canyon and I strongly oppose any road widening or gondola building in LCC. hundreds of Utahns use my app to boulder in LCC every day throughout the entire year. Destroying the forest and more boulders to alleviate traffic for a handful of powder days a year is ludicrous. **(32.1.4D)** Just one of the boulders that will be impacted by these plans has seen over 200 ascents in just the last year alone. Destroying this boulder and the others will deny future climbers for generations this amazing chance to climb these public boulders forever. My kids will never be able to experience these boulders if they are destroyed purely for some traffic a few times a year. Thanks for reading. **(32.4A and 32.4B)**

**COMMENT #:** 2834  
**DATE:** 7/13/21 4:29 PM  
**SOURCE:** Website  
**NAME:** Dotti Gallagher

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**COMMENT:**

I am in favor of any plan that will improve safety and reduce traffic in LCC. I think the biggest obstacle is changing behavior - all the buses in the world won't matter if people don't make the choice to ride them. That's why I'm glad to see the plan includes consideration of tolling on SR-210. I think if the cost of the toll is greater than the cost of the bus, people will choose the bus, thereby achieving the project goals. **(32.2.4A)** I also believe that the gondola option is the best long-term solution and fully support this option. The gondola would continue to build Utah's reputation as a ski destination and move us into the future as a community. I also like that it has the smallest impact on the environment, especially wildlife. **(32.12A)** I'm not in favor of widening SR-210 through LCC - too much environmental impact and long-term construction. **(32.2.9D)**

**COMMENT #:** 2835  
**DATE:** 7/13/21 4:33 PM  
**SOURCE:** Website  
**NAME:** Dotti Gallagher

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**COMMENT:**

This is an additional comment regarding Wasatch Blvd. I'm generally not in favor of more asphalt. But, I recognize that Wasatch Blvd is the access road to LCC and so traffic there must be addressed. I support widening Wasatch Blvd., particularly if tolling or HOV lanes are in place during peak periods. **(32.2.4A)** It's not right for the residents along Wasatch Blvd. to suffer more and more traffic while drivers have no impact except a greater number of travel lanes. There has to be an incentive to ride the bus, carpool, or travel off peak.

**COMMENT #:** 2836  
**DATE:** 7/13/21 4:36 PM  
**SOURCE:** Website  
**NAME:** Baxter Reecer

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**COMMENT:**

I support the bus option. The gondola is too limited, too shortsighted, and way too much hassle for the cost. The bus and lane widening gives us a path forward even as bus technology changes, and the gondola only serves the ski resorts. Why not have a system that has year round, canyon wide benefit? Nobody is going to bus to a gondola, ride that, ski, ride back down, then bus again...it will cause more problems than it solves. **(32.2.9B, 32.2.6.3C, and 32.2.4A)**



**COMMENT #:** 2837  
**DATE:** 7/13/21 4:44 PM  
**SOURCE:** Website  
**NAME:** Wayne Johnson

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**COMMENT:**

Gondola about 10 yrs overdue please get it built while I'm still mobile ! Living top of the world for 44yrs its unbearable to think about more canyon traffic buses included get real when you say buses are faster I've aboard those standing of course as they creep down the canyon **(32.2.9D)**

**COMMENT #:** 2838  
**DATE:** 7/13/21 4:48 PM  
**SOURCE:** Website  
**NAME:** Matthew Blank

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**COMMENT:**

I fully support the Gondola option. I think it is the best option when considering the amount of people it can move, the safety it provides vs a bus system, and the speed at which it can transport people. I vote Gondola all the way! **(32.2.9D)**

**COMMENT #:** 2839  
**DATE:** 7/13/21 5:02 PM  
**SOURCE:** Website  
**NAME:** Paul Fulton

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**COMMENT:**

I would like to submit my support for the gondola project. I believe that it will serve to mitigate traffic in the canyon, it will have the least impact on the environment, and it demonstrates Utah's commitment to innovative transportation technology within our silicon slopes. **(32.2.9D)**

1) Traffic predictability = more visitors: As a regular visitor to the canyon during all four seasons, I have been regularly held in traffic delays. As a result, I must plan for potential delays any time I visit the canyon, which limits my capacity to visit frequently. The simple and innovative gondola solution will immediately remove traffic from the road allowing me (and others) to plan with predictability and visit more often. **(32.7C)**

2) A gondola = a smaller footprint: I struggle seeing how wider roads and more vehicles on those roads (even electric buses) is a long term solution. Given our population growth and the increased desire by many to access the canyon for skiing, hiking, snow shoeing, biking and other activities, the roads can never be wide enough forever. If we simply continue to widen roads now, then our kids and grandkids will do the same. When does that stop? Let's lead the way by stopping it now through the use of a gondola.

3) Utah's Silicon Slopes should lead on transportation innovation: Let's lead the world in preserving the face of our canyons while simultaneously encouraging more visitors by leveraging innovative and environmentally conscience transportation solutions. Utilizing a gondola to protect our canyons and increase public access is a symbol of what the silicon slopes could stand for: Improving lives and protecting our planet through innovative technology.

Wider roads? That's how our predecessors solved transportation problems. We're better. **(32.7C)** We're smarter. Utah can and should lead in modern transportation innovation.

I support the gondola.

**COMMENT #:** 2840  
**DATE:** 7/13/21 5:14 PM  
**SOURCE:** Website  
**NAME:** Don Kauchak

---

**COMMENT:**

GONDOLAS ARE A TERRIBLE IDEA. WHAT A WASTE OF MONEY AND WHAT ABOUT THE ENVIRONMENT? ALSO HOW ARE HIKERS GOING TO ACCESS TRAILS? GONDOLAS ARE A STUPID IDEA! **(32.2.9E, 32.2.4A, and 32.4G)**

**COMMENT #:** 2841  
**DATE:** 7/13/21 5:15 PM  
**SOURCE:** Website  
**NAME:** Taylor Smith

---

**COMMENT:**

Why should the tax payers pay for this? The ski resorts should be responsible, as well as the people going skiing. Locals with a valid Utah ID shouldn't have to pay to drive the canyon. Out of state guests should pay an access fee.

Charge for non carpoolers. Don't ruin the canyon and raise taxes. **(32.2.7A and 32.2.4A)**

**COMMENT #:** 2842  
**DATE:** 7/13/21 5:23 PM  
**SOURCE:** Website  
**NAME:** Rob Scholdan

---

**COMMENT:**

The Gondola is the best plan. It reduces traffic and vehicle emissions, increases road safety, allows for all-weather operations, keeps SR210 from becoming I415 and is significantly quieter. An added benefit of the gondola option? It creates an amazing portal to two of the world's premiere ski destinations and will provide an experience not available at any other US resort. Make it happen folks and thanks for all your hard work. Rob out **(32.2.9D)**

**COMMENT #:** 2843  
**DATE:** 7/13/21 5:27 PM  
**SOURCE:** Website  
**NAME:** Shelley ChinQuee

---

**COMMENT:**

Build the gondola!!(32.2.9D)

**COMMENT #:** 2844  
**DATE:** 7/13/21 5:30 PM  
**SOURCE:** Website  
**NAME:** Kerri Cunningham

---

**COMMENT:**

I support the gondola. With bus service to it. It should be reasonable priced (32.2.9D, 32.2.2W, and 32.2.4A)



**COMMENT #:** 2845  
**DATE:** 7/13/21 5:35 PM  
**SOURCE:** Website  
**NAME:** Adam Ton

---

**COMMENT:**

What, exactly, is the perk of riding a gondola for 45 minutes (we all know it will be a much longer wait when you consider the lines and lack of parking available)? **(32.2.6.5C and 32.2.2.1C)** I think I'll just drive...along with everyone else....which solved absolutely none of the problems being presented.  
**(32.2.4A)**

**COMMENT #:** 2846  
**DATE:** 7/13/21 5:37 PM  
**SOURCE:** Website  
**NAME:** Joe Spataro

---

**COMMENT:**

- 1) Both the gondola option b and the cog rail from LACaillr seem like great options. I don't support any increase in the size of the road in LCC. **(32.2.9C)**
- 2) Snow sheds are great, but no berms should be built. Build the snow sheds as long as necessary to avoid berms. **(32.2.9K)**
- 3) with regard to the widening of Wasatch in CH, consider a way to separate bike lanes from auto lanes through barriers or similar. People swerve when they drive, and as a biker I don't trust shared pavement. **(32.2.6.2.2A)**

**COMMENT #:** 2847  
**DATE:** 7/13/21 5:57 PM  
**SOURCE:** Website  
**NAME:** Casey Harrington

---

**COMMENT:**

Gondola is the right choice. **(32.2.9D)**

**COMMENT #:** 2848  
**DATE:** 7/13/21 6:06 PM  
**SOURCE:** Website  
**NAME:** Ned Dowling

---

**COMMENT:**

I am in favor of enhanced bus service. **(32.2.9A)** The gondola seems very inflexible, from the limited parking at the base to the lack of service all the way to Alta. **(32.2.6.2.1C and 32.2.6.5O)** Nottingham mention the visual impact which would be significant from any peak along the ridge lines. **(32.17A)** Bus service seems more user friendly and convenient overall, which is ultimately get people to use mass transit vs driving personal vehicles.

**COMMENT #:** 2849  
**DATE:** 7/13/21 6:07 PM  
**SOURCE:** Website  
**NAME:** Molly Hogan

---

**COMMENT:**

Gondola good (32.2.9D)

**COMMENT #:** 2850  
**DATE:** 7/13/21 6:31 PM  
**SOURCE:** Website  
**NAME:** Thomas Fritz

---

**COMMENT:**

I am from Austria, a nation that over developed the Alps and now has to mitigate the damage. There are about the same number of ski lifts in small Austria than in the entire USA.

I live near the mouth of the canyon. A gondola would bring big time traffic to the mouth of the Canyon which is already totally developed near the proposed station. **(32.7B, 32.7C, and 32.2.6.5E)** Add to that a huge garage and probably the same number of cars going up the canyon anyway. It would just make it easier for the cars that go up and shift parking to the base. **(32.2.4A)**

Here is what I suggest:

During the busy time from say 7 am to 10 am, no car with less than 4 people can drive up. Give priority to car pooling. There is a good app for that already. No toll for those cars. **(32.2.4A)**

For other times, charge a toll depending on the number of people (3 or less).

Count the cars and when the parking lot in the resorts are close to full, no more cars can go up unless some come down. Make that info available on an app so that skiers are warned and don't wait at the bottom and run their cars for hours. **(32.2.4A)**

Create a reservation system and give cars a time slot to drive up. That way you can space out traffic. Cars without a reservation ahead of time, have to wait until 10 am or so and then only drive up if there is parking. Or use the bus. **(32.2.4A)**

Instead of spending hundreds of millions on a gondola, spend less on a fleet of electric buses.

**(32.2.6.3F)** They can charge at the base if needed, and on the way down, recharge through braking. Use the existing park and ride lots plus add some more. Electric buses have become much cheaper and more efficient.

Build avalanche shelters on vulnerable spots of the road. **(32.2.9K)** They have those everywhere in the Alps.

Buses need to be able to pass all cars. **(32.2.9B)** The road has already three lanes in some areas, so convert the passing lanes into bus only lanes. Cars cannot pass each other unless it's an emergency. Make driving a car as unpleasant as possible. If drivers see buses zip by, they will change. In some other spots, add a third lane so that buses can pass cars. Better and cheaper yet, create a series of traffic lights that stop traffic on both up and down lanes, so that buses can pass most cars. Basically, cars have to wait and give priority to buses.

**COMMENT #:** 2851  
**DATE:** 7/13/21 6:43 PM  
**SOURCE:** Website  
**NAME:** Adam Humpal

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**COMMENT:**

im a resident of sandy roughly 3100&LCC road. i am directly impacted by traffic on powder days as well as most weekends. i work the midnight shift saturday night into sunday. i frequently find myself playing frogger through the neighborhoods to get up to my house. moving the traffic to la caille will only exacerbate the problem and push it further west down LCC road. **(32.7B and 32.2.6.5E)** im a fan of the buses only lanes and only if we put the transportation hubs where it makes sense. likely 9400/highland. **(32.2.9B and 32.2.6.2.1C)**

im also concerned that a former councilman stands to benefit from the la caille option. even if its all above board the appearance of impropriety, make it difficult to support. especially when you start to realize that its not solving anything, just changing where the log jam will be. it will actually make my neighborhood less accessible during the winter. the canyon needs to be addressed but the la caille options seems to be very convenient for those who stand to make money. **(32.6C and 32.2.2X)** and from my personal standpoint, it will not make my life easier or better. i fear we are not really addressing the issue...there are existing two lane roads all around. only in front of la caille is four lanes. how are we going to get all those cars into that area? id rather find shuttle centers (eg 9400/highland) and make the whole canyon accessible by bus only. especially on weekends.

im against the la caille portion. my public comment is in support of the other option, busses.

**COMMENT #:** 2852  
**DATE:** 7/13/21 7:20 PM  
**SOURCE:** Website  
**NAME:** Matthew Davies

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**COMMENT:**

As a Utah resident for 28 years I have enjoyed Little Cottonwood Canyon for a long time. When I found out there was an option for a gondola I knew I had to make my voice heard. I care a lot about this state and the gondola is the smartest choice for our air quality, road safety, and economy. **(32.2.9D and 32.10A)** It will make the transportation up the canyon immensely safer and frankly more fun. Without having to focus on the road you can have more open conversations and enjoy the views while knowing you are making less impact on the environment. The gondola is a perfect choice, hands down.



**COMMENT #:** 2853  
**DATE:** 7/13/21 7:24 PM  
**SOURCE:** Website  
**NAME:** Shelley Davies

---

**COMMENT:**

As a grandma of 13 grandchildren, I love the idea of a gondola. It sounds like the perfect activity year-round and we'll make for many wonderful memories with my family. I can just see the ease it will bring for family outings allowing us to go up the canyon more frequently. I simply cannot wait for this Gondola to be chosen, it has to be. **(32.2.9D)**

**COMMENT #:** 2854  
**DATE:** 7/13/21 7:28 PM  
**SOURCE:** Website  
**NAME:** Johnny Link

---

**COMMENT:**

As a person with disabilities, having access to Nature and the canyon can be quite a difficult thing. It is always frustrating and hard to find he's in transportation and enjoying the journey. I believe the gondola is the perfect solution to that. it gives me the opportunity to enjoy the canyon as much as the next person without having to worry about my safety. please pick the gondola! It would mean so much to me. **(32.2.9D)**

**COMMENT #:** 2855  
**DATE:** 7/13/21 7:33 PM  
**SOURCE:** Website  
**NAME:** Danica Richards

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**COMMENT:**

As a mother of a young child, and soon to be another on the way, the gondola would create such an he's in my family outings. I would be able to attend to my children instead of having to have them scream all the way up the canyon while I'm driving. Not to mention I would feel much safer in a gondola year-round than driving through a canyon in bad weather, nighttime, and especially snow. The gondola is clearly the best choice and I urge you to choose it. **(32.2.9D)**

**COMMENT #:** 2856  
**DATE:** 7/13/21 7:37 PM  
**SOURCE:** Website  
**NAME:** Joseph Branca

---

**COMMENT:**

Utah's air quality is bad enough. We need a solution that cuts down on carbon emissions and reduces dependence on cars on the road. **(32.10A and 32.2.4A)**

**COMMENT #:** 2857  
**DATE:** 7/13/21 7:38 PM  
**SOURCE:** Website  
**NAME:** Taylor Stanger

---

**COMMENT:**

Any road option is short-sighted and doesn't solve the problem. Getting people off the road is the only way we can protect the canyon and plan for future demand. **(32.7C and 32.2.4A)**

**COMMENT #:** 2858  
**DATE:** 7/13/21 7:41 PM  
**SOURCE:** Website  
**NAME:** Krista Davies

---

**COMMENT:**

Please don't widen the roads in Little Cottonwood Canyon! The gondola is a much better choice.  
**(32.2.9D)**

**COMMENT #:** 2859  
**DATE:** 7/13/21 7:42 PM  
**SOURCE:** Website  
**NAME:** Megan Larsen

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**COMMENT:**

I am tired of traffic in the canyon and I think a gondola is a great alternative. **(32.2.9D)**

**COMMENT #:** 2860  
**DATE:** 7/13/21 7:43 PM  
**SOURCE:** Website  
**NAME:** Emmalee Larsen

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**COMMENT:**

As someone who wants to have a long life and enjoy lots of outings in Utah, I think the gondola is a perfect choice for the environment and for fun activities. Air quality is important to me and I support the gondola. **(32.2.9D and 32.10A)**



**COMMENT #:** 2861  
**DATE:** 7/13/21 8:46 PM  
**SOURCE:** Website  
**NAME:** Richard Steiner

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**COMMENT:**

I think the gondola concept severely over estimates the traffic mitigation on wasatch Blvd. **(32.2.6.2.2A)** Cars will still need to get to the base station and back ups are inevitable. **(32.2.6.5E)** Gondola use only impacts ski area users and does nothing for those recreating at other places in the canyon. **(32.7C)** Placement of the towers will ruin the aesthetic of the canyon. **(32.17A)** Overall the gondola idea is purely an advertising gimmick that the ski areas can exploit in their marketing. The bus alternative, with Express buses to alta from various places in the city is definitely a better alternative. **(32.2.2I)** I was never in favor of the tunnel alternative to BCC ut in retrospect a tunnel with two uphill lanes in BCC and downhill only traffic in LCC avoids wasatch Blvd backups and most canyon closures. **(32.1.1A and 32.2.2C and 32.2.2H)** If price is competitive I urge you to take another look at this alternative

**COMMENT #:** 2862  
**DATE:** 7/13/21 9:00 PM  
**SOURCE:** Website  
**NAME:** Jennifer Deans

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**COMMENT:**

My first choice of these options would be enhanced bus without roadway widening with stops at all of the trailheads for canyon users other than resort skiers (backcountry skiers, snowshoers, trail runners, hikers, etc.). **(32.2.9A and 32.2.6.3C)** I would also recommend requiring all cars to have Mud and Snow or Snow rated tires in the winter to prevent accidents that back up the canyons and enforce it. **(32.2.2M)** I am completely against the Gondola option as it only serves the resorts and not all of the other canyon users, it will cost tax payers an exorbitant amount of money to serve the resorts, it will require a bus system to support it and transferring from various modes of transportation to get up to the top, and it would be an eyesore. **(32.7C, 32.2.4A, 32.2.7A, 32.7C, and 32.2.7A)** I don't like the option of widening the road as it would impact bouldering areas and access. **(32.4A and 32.4B)**

**COMMENT #:** 2863  
**DATE:** 7/13/21 9:56 PM  
**SOURCE:** Website  
**NAME:** K Murdock

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**COMMENT:**

I'd rather not hike the canyon just to stare at a gondola line. Bus lanes are less invasive, less elitist, and better preserve the natural character of our canyons. **(32.2.9B)**

**COMMENT #:** 2864  
**DATE:** 7/13/21 10:29 PM  
**SOURCE:** Website  
**NAME:** Earlene Russell

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**COMMENT:**

I do not agree with tax payers having to pay for installation and upkeep of a gondola that would benefit only one canyon's recreational winter income. If we don't get enough snow in a season - it's a waste for many businesses. **(32.2.7A)**

I also do not agree with widening the road and destroying the beauty of the canyon. **(32.2.9C and 32.17B)** One suggestion was made 7/13/21 that I do agree with - use more parking/loading places, smaller busses that can go quicker possibly year round and stop at trailheads during hiking seasons. Many times the hiking and skiing seasons overlap. **(32.2.2I and 32.2.6.3C)**

**COMMENT #:** 2865  
**DATE:** 7/13/21 10:32 PM  
**SOURCE:** Website  
**NAME:** Robert Heiser

---

**COMMENT:**

Europe an ski resorts have used the park at base, ride gandola up the mountain for decades. **(32.2.9D)**

**COMMENT #:** 2866  
**DATE:** 7/13/21 10:46 PM  
**SOURCE:** Website  
**NAME:** Ash Dyer

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**COMMENT:**

I know the review of the comments are focused on missing technical points. I think the most salient item to point out is that any traffic study done prior to 2021 is obsolete and irrelevant. Traffic patterns have changed dramatically as work from home has come to the fore not just as a temporary pandemic solution but a long term solution. A McKinsey report on the future of work published in February 2021 (<https://www.mckinsey.com/featured-insights/future-of-work/the-future-of-work-after-covid-19#>) states that on average, surveyed executives expect to reduce office space by over 30%. That directly means commuters will be reduced by more than 30%, invalidating any prior study that was based on pre-pandemic commuting traffic trends. At the same time, UDOT reported traffic on major bike routes more than doubled (often almost tripling or more) in 2020 **(32.2.4A)** (<https://www.sltrib.com/news/politics/2020/10/14/pandemic-creates/>) suggesting that alternative transit options need more consideration, particularly protected bike lanes that physically separate cyclists from high speed traffic. It's also worth noting that speed matters - a AAA study found that the % mortality of a pedestrian struck by a car increased from 50% chance of death at 31mph to 90% chance of death at 46mph (<https://aaaafoundation.org/impact-speed-pedestrians-risk-severe-injury-death/>). That finding indicates that either traffic speeds should be reduced or the bike lane should have a physical separator to protect cyclists. **(32.2.6.2.2A and 32.2.6.3J)** Finally, the broader finding that people exercising has almost doubled in the last year (<https://runrepeat.com/exercise-covid-19-study>) shows that it's not just cyclists that need a transit option on Wasatch Blvd but also runners and walkers. **(32.2.6.2.2A)** I have pictures I can share of runners and walkers on the road who are currently forced to use the bike lane given the lack of sidewalks. This need in turn can push cyclists into the road, creating risks for everyone. Without a continuous sidewalk, residents of the local neighborhoods have no ability to walk to trailheads and instead are forced to further fill up the limited parking available at these locations. Everyone, including motorists, will be well served by barrier-protected bike lanes and sidewalks. On the specific proposed plans: the Enhanced Bus Service in Peak-Period Shoulder Lane creates two issues: 1) communicating clear rules to cyclists and pedestrians of when the lane is accessible; 2) potential overlaps between peak period bus service and typical peak use times of recreational users. **(32.2.6.5H)**

The Gondola Alternative B does not actually alleviate traffic, it merely displaces it: by pushing vehicles to park at a gondola base, there will then be a back up entering that parking garage which will also bleed onto the roads around the area. **(32.2.6.5E)** You can look no further than your own road cameras to see the backups into the ski resort parking lots to recognize what will happen at a central parking garage and ""mobility hub"" so the traffic backup on SR 210 would be reduced from the cars stopped on it awaiting avalanche control but it would by no means be at all eliminated.

Please take these thoughts into consideration as you evaluate your proposed plans. It's better to measure twice and cut once than race forward into a suboptimal solution based on old, pre-pandemic data.

**COMMENT #:** 2867  
**DATE:** 7/13/21 11:52 PM  
**SOURCE:** Website  
**NAME:** Seth Taylor

---

**COMMENT:**

A gondola is the most environmentally friendly option that takes into account air quality, water quality, and energy efficiency. (32.2.9D , 32.12A, 32.13A, and 32.18A)

**COMMENT #:** 2868  
**DATE:** 7/13/21 11:53 PM  
**SOURCE:** Website  
**NAME:** Libby Lloyd

---

**COMMENT:**

Widening the road and building snow sheds does more harm to the landscape that is already at risk of being damaged and lost. **(32.2.9C)**



**COMMENT #:** 2869  
**DATE:** 7/13/21 11:54 PM  
**SOURCE:** Website  
**NAME:** Ismael Arrieta

---

**COMMENT:**

Taking a bus up and down the canyon with a young family is stressful, uncomfortable, and unreliable. A gondola is a much more enjoyable experience and allows my partner and our family to see Utah's beauty from a new perspective. **(32.2.9D)**

**COMMENT #:** 2870  
**DATE:** 7/13/21 11:56 PM  
**SOURCE:** Website  
**NAME:** Jacob Tonks

---

**COMMENT:**

I get that a gondola is ideal for skiers on peak snow days, but it also provides another activity for my partner and I to enjoy during the summer when we want to relax on a summer day and enjoy the views. This is something I would love to share with out-of-town visitors. **(32.2.9D)**

**COMMENT #:** 2871  
**DATE:** 7/13/21 11:58 PM  
**SOURCE:** Website  
**NAME:** Rob Kuttner

---

**COMMENT:**

Too many times people are stuck up the canyon when an avalanche shuts down the road. It is so unsafe and concern not only for drivers but their loved ones. A gondola takes that problem away entirely providing ease of mind. **(32.2.9D)**

**COMMENT #:** 2872  
**DATE:** 7/14/21 12:00 AM  
**SOURCE:** Website  
**NAME:** Cassie Austin

---

**COMMENT:**

Please choose the Gondola! It would be a perfect activity for me to take my nephews on and show them Utah's beauty. **(32.2.9D)**

**COMMENT #:** 2873  
**DATE:** 7/14/21 12:03 AM  
**SOURCE:** Website  
**NAME:** Brad Davies

---

**COMMENT:**

The gondola is a cost-effective, long-term solution to problems we've been trying to tackle for years. It is a much better use of the people's taxes. As an accountant in the state for years, I see how much money people spend on recreation, this would save people time and focus their money on stimulating the economy instead of being deterred by the commute up the canyon. **(32.2.9D and 32.6B)**

**COMMENT #:** 2874  
**DATE:** 7/14/21 12:04 AM  
**SOURCE:** Website  
**NAME:** Dallas Lloyd

---

**COMMENT:**

A gondola provides the safest way to get up and down the canyon in winter weather. The idea of being able to get up to ski without worrying about sliding off the road is extremely valuable. **(32.2.9D)**

**COMMENT #:** 2875  
**DATE:** 7/14/21 12:04 AM  
**SOURCE:** Website  
**NAME:** Sarah Evans

---

**COMMENT:**

Part of the canyon experience is the ride to the top and back. I understand snow sheds may help keep snow off the road, but I don't want to spend a portion of my ride in a concrete tunnel. **(32.2.9J and 32.7A)**

**COMMENT #:** 2876  
**DATE:** 7/14/21 12:05 AM  
**SOURCE:** Website  
**NAME:** Greg Larsen

---

**COMMENT:**

More buses and a wider road don't solve the problem. If an accident or avalanche shuts down the canyon, it doesn't matter how many buses or bus lanes you have - everyone has to wait and everyone is stuck in traffic. **(32.7C)**



**COMMENT #:** 2877  
**DATE:** 7/14/21 12:07 AM  
**SOURCE:** Website  
**NAME:** Tanner DeWaal

---

**COMMENT:**

Finding parking is often a deterrent to heading up the canyon in the summer. An alternative way to get there without the parking hassle and dangerous roadside conditions would make it so much easier. My family lives close to the base of the canyon, and I know we would be much more inclined to use a gondola than any other mode of transportation. **(32.2.9D)**

**COMMENT #:** 2878  
**DATE:** 7/14/21 12:11 AM  
**SOURCE:** Website  
**NAME:** Cici DeWaal

---

**COMMENT:**

Canyon closures due to planned avalanche mitigation will no longer be a problem with the gondola. It is clearly a superior choice for safety and continued use of the canyon. **(32.2.9D)**

**COMMENT #:** 2879  
**DATE:** 7/14/21 12:13 AM  
**SOURCE:** Website  
**NAME:** Ben Liljenquist

---

**COMMENT:**

Traffic in the neighborhoods surrounding the entrance of the canyon is unbearable when the canyon is backed up. A gondola will allow locals and people who visit regularly to commute without hassle. **(32.7B and 32.2.9D)**

**COMMENT #:** 2880  
**DATE:** 7/14/21 12:15 AM  
**SOURCE:** Website  
**NAME:** Brooke Liljenquist

---

**COMMENT:**

I would feel so much safer taking a gondola up the canyon during heavy snow days than driving my car or sitting in a packed bus. Especially during cold season and all that we've learned through COVID, a gondola would allow people in the same group to ride safely together. **(32.2.9D and 32.2.6C)**

**COMMENT #:** 2881  
**DATE:** 7/14/21 12:16 AM  
**SOURCE:** Website  
**NAME:** Michael Milkanin

---

**COMMENT:**

Taking a gondola to and from Oktoberfest and activities with alcohol would take away all the stress of worrying about inebriated drivers on the narrow canyon roads. **(32.2.9D)**

**COMMENT #:** 2882  
**DATE:** 7/14/21 12:26 AM  
**SOURCE:** Website  
**NAME:** Eliza Summerhays

---

**COMMENT:**

The gondola is the smart, safe and popular choice! Everyone I know would much rather take a gondola than sit on a crowded bus or car. Gondolas are scenic and eco-friendly. There is no downside!  
**(32.2.9D)**

**COMMENT #:** 2883  
**DATE:** 7/14/21 12:26 AM  
**SOURCE:** Website  
**NAME:** Kaydee Bair

---

**COMMENT:**

Utah deserves the cleanest air and water possible and that is why I support the gondola. **(32.12A and 32.10A)** Simply put, a gondola is the best thing for Utah as a whole. **(32.2.9D)**

**COMMENT #:** 2884  
**DATE:** 7/14/21 12:30 AM  
**SOURCE:** Website  
**NAME:** Luke Rands

---

**COMMENT:**

The reliability of a gondola makes it easier to plan a day around skiing, hiking, or rock climbing. Or dancing on the mountains, cause that's my favorite thing to do. Haha **(32.29D)**



**COMMENT #:** 2885  
**DATE:** 7/14/21 1:00 AM  
**SOURCE:** Website  
**NAME:** Nancy Reeves

---

**COMMENT:**

Utah has terrible air quality because of the inversion. We need a solution that cuts down on carbon emissions and reduces dependence on cars on the road. The gondola does just that for Little Cottonwood. **(32.10A and 32.2.9D)**

**COMMENT #:** 2886  
**DATE:** 7/14/21 1:02 AM  
**SOURCE:** Website  
**NAME:** Brayden Newby

---

**COMMENT:**

I am highly in support of the Gondola. **(32.2.9D)**

**COMMENT #:** 2887  
**DATE:** 7/14/21 1:04 AM  
**SOURCE:** Website  
**NAME:** Ilda Mason

---

**COMMENT:**

Building more roads doesn't solve the problem. Getting cars off the road is the only way we can protect the canyon, the watershed, and plan for the canyon's potential when it is made safer. **(32.2.4A and 32.12B)**

**COMMENT #:** 2888  
**DATE:** 7/14/21 1:05 AM  
**SOURCE:** Website  
**NAME:** Emily Lyons

---

**COMMENT:**

Please don't widen the roads in Little Cottonwood Canyon! The gondola is a clear choice. (32.2.9B and 32.2.9D)

**COMMENT #:** 2889  
**DATE:** 7/14/21 1:06 AM  
**SOURCE:** Website  
**NAME:** Tanner Pflueger

---

**COMMENT:**

I so dread the traffic in Little Cottonwood canyon every time I visit and I think a gondola is a great alternative. **(32.2.9D)**

**COMMENT #:** 2890  
**DATE:** 7/14/21 1:09 AM  
**SOURCE:** Website  
**NAME:** Chloe Fox

---

**COMMENT:**

Clear air quality is important to me. **(32.10A)** Any other options cause more damage to the environment and cause pollution and congestion. I support the gondola. **(32.2.9D)**

**COMMENT #:** 2891  
**DATE:** 7/14/21 1:11 AM  
**SOURCE:** Website  
**NAME:** Sean Quinn

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**COMMENT:**

A gondola is the most friendly to nature and the canyon. The gondola option takes into account air quality, water quality, and energy efficiency. I just don't see a negative here. Please pick the gondola for the sake of our world and quality of life. **(32.2.9D, 32.10A, 32.12A, and 32.13A)**

**COMMENT #:** 2892  
**DATE:** 7/14/21 1:13 AM  
**SOURCE:** Website  
**NAME:** David Wright

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**COMMENT:**

Widening the road and building snow sheds does more harm to the landscape that is already at risk of being damaged and lost. So many unique habitats and animal life are displaced or lost to fires and rising temperatures. Let's not add this beautiful spot to the list. **(32.2.9C and 32.13B)**



**COMMENT #:** 2893  
**DATE:** 7/14/21 1:14 AM  
**SOURCE:** Website  
**NAME:** Taylor Daniels

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**COMMENT:**

Taking a bus up and down the canyon with a young family is stressful, uncomfortable, and unreliable. A gondola is a much more enjoyable experience and allows me to see Utah's beauty from a new perspective. The gondolas I've ridden on in other areas are always thoroughly enjoyed by locals and visitors alike. I believe this will be the same for Little Cottonwood. **(32.2.9D)**

**COMMENT #:** 2894  
**DATE:** 7/14/21 1:17 AM  
**SOURCE:** Website  
**NAME:** Caylie Newcom

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**COMMENT:**

I understand why a gondola is great for winter activities, but it also provides a great option during the summer. This would be something I could share with my partner and friends in a safe and responsible way instead of having to leave someone out of the fun by making them drive and reserve their energy for driving the canyon. **(32.2.9D)**

**COMMENT #:** 2895  
**DATE:** 7/14/21 1:18 AM  
**SOURCE:** Website  
**NAME:** Mike Santo

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**COMMENT:**

Too many times people get trapped up the canyon when an avalanche and snow slide shuts down the road. A gondola takes away that possibility all together. **(32.2.9D)**

**COMMENT #:** 2896  
**DATE:** 7/14/21 1:20 AM  
**SOURCE:** Website  
**NAME:** Myles Woolstenhume

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**COMMENT:**

The gondola is a great choice. As an artist, I am deeply inspired by nature. I would love to enjoy the canyon from a new perspective and be able to focus on the beauty instead of gluing my eyes to the road. **(32.2.9D)**

**COMMENT #:** 2897  
**DATE:** 7/14/21 1:21 AM  
**SOURCE:** Website  
**NAME:** Jenny Barlow

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**COMMENT:**

The gondola is a cost-effective, long-term solution to problems we've been trying to tackle for years. It is the strongest choice. **(32.2.9D)**

**COMMENT #:** 2898  
**DATE:** 7/14/21 6:43 AM  
**SOURCE:** Website  
**NAME:** David Brugger

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**COMMENT:**

I completely support this project. This is an excellent solution to canyon traffic and parking. It is important to protect the canyons while providing convenient and timely access to ski resorts for skiers, tourists, and employees. It is good for the canyon and good for the economy. This is a far superior solution to busses which are available now and haven't solved the problem. **(32.29D)**

**COMMENT #:** 2899  
**DATE:** 7/14/21 7:06 AM  
**SOURCE:** Website  
**NAME:** Nick Consiglio

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**COMMENT:**

Please go with the bus route not the gondola. The gondola will only create a huge bottle neck both up and down the canyon and ultimately solve nothing. **(32.2.6.5E, 32.7B, and 32.7C)** Bus option is the only viable way to deal with congestion. **(32.2.2B)** Not to mention the gondola would ruin the beautiful LCC views. ANYTHING BUT A GONDOLA! **(32.2.9E)**

**COMMENT #:** 2900  
**DATE:** 7/14/21 7:39 AM  
**SOURCE:** Website  
**NAME:** Jason Stinsmen

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**COMMENT:**

The gondola up the canyon is the worst idea I've ever heard. Please do not do this. Just expand the road. **(32.2.9E and 32.2.9B)**



**COMMENT #:** 2901  
**DATE:** 7/14/21 7:52 AM  
**SOURCE:** Website  
**NAME:** Deborah Read

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**COMMENT:**

The gravel pit along with condos and the LaCaille hub with a tram is too much for the area. Why should the east area people absorb the population of Utah and visitors coming in to Utah. The population should be spread out not concentrated just in these two areas. **(32.2.6.2.1D and 32.2.6.5E)** Your idea does not solve the problem of over crowding around the canyons. Making the canyons into a city bigger than Salt Lake itself is wrong. **(32.20F)** The noise, over population, public officials wanting more growth and building , all I can see is your not listening. Your not thinking of the whole picture. Bathrooms, water, sewers , noise, more speed of cars, people, loss of countryside, violence, thief, lack of a police force, lack of the department of natural resources, lack of forest service, lack fire personnel, all this cost more that 500 million. **(32.2.7A and 32.1.2B)** We do not have the water, the air quality, the resources to do these projects. The tram itself will be seen from every summit. That is the loss of wilderness. **(32.17A)** The tram towers will have thousands of trees cut down, that is a loss of water, soil, animals, privacy, peace. **(32.13A)** What about Big Cottonwood, you allowed the guard road to go to deer valley which if would have been improve to a year round road would have help the pressure of that canyon. **(32.2.2H)** Let us look at solutions: Canyon passes like the National or state park system, other bus hubs throughout the valleyfor residents and hotels for visitors. **(32.2.4A and 32.2.2I)** Hubs at places that have gone out of business like ShopKo or Macey. **(32.2.2FF)** They have great parking, sewer, water, electric hook ups in place. New business can support each area. Electric or hydrogen buses. **(32.2.6.3F)** Advance Alta and Snowbird shuttles along with Brighton and Solitude. **(32.2.9A)** REI and others can use their parking lots for bus shuttles on weekends. **(32.2.2FF)** How about the idea of a system of travel to park city like a trax. **(32.2.2N)** Let us all get together before we ruin what little we have left in the Salt Lake Valley. Please listen to us.

**COMMENT #:** 2902  
**DATE:** 7/14/21 8:00 AM  
**SOURCE:** Website  
**NAME:** Erin Bean

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**COMMENT:**

I don't approve of either of these choices. Expanding the road will degrade our canyons, and the gondola is sexy but will bring its own bottlenecks **(32.2.6.5E and 32.7C)**; moreover, it will also irrevocably impact the natural beauty of our canyons. **(32.17A)**

Both of these plans are giant public investments to solve a problem that affects mainly wealthy residents and tourists. While our ski industry is an important piece of Utah's economy, I don't think we should invest public money in its further success this way. **(32.2.7A)**

We need to get cars off the road. Instead of spending hundreds of millions of dollars and defacing our canyon, why not implement tolls? Giant tolls. **(32.2.4A and 32.2.2Y)** Force people to carpool or ride the bus. And use this money to create more pedestrian overpasses and bike lanes on the west side. **(32.2.6.2.2A)**

**COMMENT #:** 2903  
**DATE:** 7/14/21 8:02 AM  
**SOURCE:** Website  
**NAME:** Larry Clark

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**COMMENT:**

I would imagine that the Ski Resorts at the top of this canyon should or would be funding any transportation upgrades since they are the sole beneficiaries of any transportation enhancement **(32.2.7A and 32.7C)**. In Davis and Weber Counties we have traffic gridlock on all major and minor north and south roadways all year - not just seasonal as with Little Cottonwood Canyon. The Ski resorts should and could provide bus service to their resorts at their expense - not taxpayer funded for the financial gain of the ski resorts. **(32.2.7A)**

**COMMENT #:** 2904  
**DATE:** 7/14/21 8:15 AM  
**SOURCE:** Website  
**NAME:** James King

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**COMMENT:**

A gondola would mar the beauty of the canyon. **(32.17A)** Besides, the resorts should pay a large part of it. Also, there won't be much snow in 20 years from now. **(32.2.7A and 32.2.2E)**

**COMMENT #:** 2905  
**DATE:** 7/14/21 8:36 AM  
**SOURCE:** Website  
**NAME:** Taylor Jensen

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**COMMENT:**

Please vote NO to the gondola or enhanced bus service. **(32.2.9E and 32.2.9C)** We do not need to turn LCC into Disneyland. The resorts should be held responsible for limiting ticket sales to ensure the canyons can be operated safely. **(32.2.2K)** We shouldn't spend tax payer money and visually change the canyon to subsidize Alta and snowbird. Not to mention we may not even have snow in another 20 years so this is a non issue. **(32.2.2E)**

**COMMENT #:** 2906  
**DATE:** 7/14/21 8:50 AM  
**SOURCE:** Website  
**NAME:** Sara Gibbs

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**COMMENT:**

Hello,

I was wondering if the conversation of the building in Alta has come up.

Will this building be a day lodge?

Offering lockers, food, beverages, bathrooms?

If not- where do you expect people to put their bags and gear - the bottom? That is silly.

Who will run this building?

Will there be employee housing in it?

Will the design of the building be brought to the community for input?

Where will you get the dirt for the building base? Having non invasive fill is key (now weeds).

How will day skiers return to this building? Will there be a new lift to get to it? Seems like it would be uphill.

Will you have an Alta community meeting so you can get input from those who live and work IN Alta?

Will this building have local art work and creative placemaking aspects that reflect the Alta community?

Thank you for the time, sara (32.29N)

**COMMENT #:** 2907  
**DATE:** 7/14/21 8:55 AM  
**SOURCE:** Website  
**NAME:** John Wallin

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**COMMENT:**

I strongly support a tram system. I saw it work in Mirabel France very effectively. **(32.2.9D)**

**COMMENT #:** 2908  
**DATE:** 7/14/21 9:20 AM  
**SOURCE:** Website  
**NAME:** Beth Parker

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**COMMENT:**

Either a gondola or added road lanes will massively impact LCC's environment in negative ways. Rather than accept such massive impact, we should either do nothing, add a road toll, or ban cars and add more buses. **(32.2.9G, 32.2.4A, 32.2.4A, and 32.2.9A)** A gondola only benefits the ski resorts. **(32.2.7A)** The traffic problems that led to these discussions of major infrastructure changes occur on a limited number of days of excellent snow. **(32.1.4D)** Even if traffic is severe on those days, people that really want to ski on those days (and I'm an avid LCC resort skier) should accept that as the cost if they want to chase powder. It is a major error to irreversibly tarnish such a valuable resource like LCC with any one of more cars, gondola infrastructure, or more road infrastructure. Please consider doing nothing, other than possibly traffic measures that kick in when demand to LCC skyrockets (tolls, mandatory bus usage with many more buses running that day, or the like). Please protect LCC from unnecessary infrastructure and environmental degradation. It is such a treasure that most days of the year does not have any traffic problems



**COMMENT #:** 2909  
**DATE:** 7/14/21 9:26 AM  
**SOURCE:** Website  
**NAME:** Janet Houtz

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**COMMENT:**

For hikers and skiers/snowboarders (downhill and mountaineering...in my opinion electric buses are a great option. They can stop at trailheads/ski areas. **(32.2.9A, 32.2.6.3F, and 32.2.6.3C)** Avalanches are a concern but so can the occurrence of earthquakes and fires. Use buses and if people still want to drive use a combo lottery/fee system (especially in the high impact months). **(32.2.4A)** Please do not make Wasatch Blvd wider...work on keeping cars away from the foothills/mountains. **(32.2.6.2.2A)** Lastly, a Gondola may be too expensive for a low income family to visit the nearby mountains but buses are usually more affordable. Everyone should have access to our beautiful mountains and wilderness **(32.5A)**. Thank you!

**COMMENT #:** 2910  
**DATE:** 7/14/21 9:47 AM  
**SOURCE:** Website  
**NAME:** Carter Thompson

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**COMMENT:**

A gondola provides the safest way to get up and down the canyon in winter weather. The idea of being able to get up to ski without worrying about sliding off the road is very important to me. **(32.2.9D)**

**COMMENT #:** 2911  
**DATE:** 7/14/21 9:50 AM  
**SOURCE:** Website  
**NAME:** Ryan Lambert

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**COMMENT:**

Part of the canyon experience is the ride to the top and back. I understand snow sheds may help keep snow off the road, but I don't want to spend a portion of my ride in a concrete tunnel. It defeats the purpose of going up the canyon to enjoy the views. **(32.2.9J and 32.17C)** The gondola completes both of these issues by providing a safe way up the canyon that won't be stopped by snow and preserve the beautiful views. **(32.2.9D and 32.17A)**

**COMMENT #:** 2912  
**DATE:** 7/14/21 9:52 AM  
**SOURCE:** Website  
**NAME:** Emily Preib

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**COMMENT:**

While all of the outlined options aim to improve mobility and reliability up LCC, I believe more needs to be done to incentivize the use of these proposed services. **(32.2.4A)** Time seems to be the greatest factor for me, and I will choose whatever is the fastest and most convenient option to get me up the canyon. The gondola proposal does not align with this (not to mention the visual change). **(32.17A)** therefore, I believe the COG rail or enhanced bus system with road widening are the best options. **(32.2.9B and 32.2.9F)** However, I envision some challenges with getting to the base of the canyons/mobility hubs to utilize either of these services. UTA does not provide enough reliable service to get me from my house to the base of the canyon - especially during poor weather conditions. Not being able to store belongings while skiing is an added challenge in terms of convenience and comfort. **(32.2.3A)**/ I believe offering more incentives could help (other than the avoidance of toll fees). **(32.2.4A)** These incentives could include free storage lockers at the resorts to store belongings, or reimbursements from ski pass cost contingent upon how often you use public transportation throughout the winter. **(32.2.4A)** Lastly, while increased parking/mobility hubs will help with getting personal vehicles to the base, I foresee this not being enough to support all of the people who plan to drive their personal vehicles. I believe there also needs to be a general improvement in UTA bus reliability in order to persuade me to take the bus from my house to the base, thereby improving traffic congestion, and opening up parking for those unable to take public transportation. **(32.2.6.3N)**

**COMMENT #:** 2913  
**DATE:** 7/14/21 9:53 AM  
**SOURCE:** Website  
**NAME:** Delaney Westfall

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**COMMENT:**

Gondolas have been used for many many years. They are staples of good mountain experiences across the world. It would up Utah's attraction and tourist dollars helping stimulate the economy. Please choose the gondola. **(32.2.9D)**

**COMMENT #:** 2914  
**DATE:** 7/14/21 9:54 AM  
**SOURCE:** Website  
**NAME:** Tim McClure

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**COMMENT:**

Paving is not the way to go, those dedicated lanes will be filled with tourist cars. The people mover gondola is the way to go. **(32.2.6.3B and 32.2.9D)**

**COMMENT #:** 2915  
**DATE:** 7/14/21 9:54 AM  
**SOURCE:** Website  
**NAME:** Jared Barney

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**COMMENT:**

The proposed plan of a gondola in LCC is absolutely ridiculous. **(32.2.9E)** We don't need to destroy the serenity and beauty of our canyons to try and make the skiers and ski resorts happy. **(32.17A and 32.2.7A)** There are so many of us who use the canyons for so much more than just skiing. Why should we have to suffer with an eye sore while we are hiking, biking, picnicking, meditating etc so that one group of people can have a shorter commute to the ski resorts a handful of days throughout the year. **(32.1.4D and 32.4I)** Stop trying to commercialize every last wild place we have! Don't pave paradise to put up a parking lot!  
Enough already!

**COMMENT #:** 2916  
**DATE:** 7/14/21 9:57 AM  
**SOURCE:** Website  
**NAME:** Brian Carey

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**COMMENT:**

More buses and a wider road don't solve the problem. If an accident or avalanche shuts down the canyon, it doesn't matter how many buses or bus lanes you have - everyone has to wait and everyone is stuck in traffic. **(32.2.9C)**



**COMMENT #:** 2917  
**DATE:** 7/14/21 9:58 AM  
**SOURCE:** Website  
**NAME:** Fred Donaldson

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**COMMENT:**

The option with the shortest travel time that eases congestion/pollution in the canyon should be selected. **(32.29D)**

**COMMENT #:** 2918  
**DATE:** 7/14/21 10:01 AM  
**SOURCE:** Website  
**NAME:** Dallin Halls

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**COMMENT:**

Finding parking is often a deterrent to heading up the canyon in the summer, and in the winter I am always concerned about my car's safety on the road. An alternative way to get there without the parking hassle and dangerous roadside conditions would make it so much easier. **(32.29D)**

**COMMENT #:** 2919  
**DATE:** 7/14/21 10:04 AM  
**SOURCE:** Website  
**NAME:** Elizabeth Braymen

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**COMMENT:**

Please consider serving hikers at trailheads as well as skiers. I guess I prefer the bus service in order to accommodate more stops along the way up the canyon. **(32.2.6.3C)** Thank you.

**COMMENT #:** 2920  
**DATE:** 7/14/21 10:12 AM  
**SOURCE:** Website  
**NAME:** Kevin Lockwood

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**COMMENT:**

I could write a long paragraph about the cons of both options, but I will keep it brief. Neither option (expanded bus lane or gondola) is acceptable. Start over. **(32.2.9G)**

**COMMENT #:** 2921  
**DATE:** 7/14/21 10:16 AM  
**SOURCE:** Website  
**NAME:** Michelle Demschar

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**COMMENT:**

We should develop a long term approach to addressing the increased use of the Canyon, rather than looking for short term stop gap measures. The gondola would be the best way to move people into the Canyon while reducing the pollution and avoiding the consequences of the not infrequent occurrence of road closures due to avalanche danger. Expensive infrastructure always faces initial opposition, until people use it and see its benefits, which in this case will be long term and far reaching. We should be happy that more people are interested in getting out and enjoying nature, rather than looking for ways to limit access. Many young people are moving to SLC as they recognize the unique possibility of living and working in a city with quick access to amazing natural resources. This interest will only grow, not diminish, and we should build the gondola to make sure we can accommodate this desire to enjoy what belongs to all of us. **(32.2.9D)**

**COMMENT #:** 2922  
**DATE:** 7/14/21 10:21 AM  
**SOURCE:** Website  
**NAME:** Elena Conti

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**COMMENT:**

Please come to the 21st century! ELECTRIC BUSES all the way for both Cottonwood Canyons! Clean, quiet, efficient, fast. **(32.2.6.3F and 32.1.1A)**

**COMMENT #:** 2923  
**DATE:** 7/14/21 10:37 AM  
**SOURCE:** Website  
**NAME:** Covey Morris

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**COMMENT:**

The gondola is the only responsible option. It's better for the environment, more efficient and more likely to get people off the road. If only those people that have regularly ridden UTA busses were commenting, you'd see few supporters of "enhanced" bussing. **(32.2.9D)**

**COMMENT #:** 2924  
**DATE:** 7/14/21 10:43 AM  
**SOURCE:** Website  
**NAME:** Mark Doherty

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**COMMENT:**

PLEASE rethink this master plan!! Building up infrastructure for massive growth will enable and create that growth. Keeping things smaller and slower will preserve some of beauty of the central Wasatch interface. We need to think more like Mill Creek, or City Creek for our urban/mountain interface models. Here's what I truly believe will make all the difference.

- 1) If we start by treating the canyons similar to national or state parks, we can require a canyon pass (\$75 per year or more) which will CUT CANYON TRAFFIC IN HALF! **(32.2.4A)**
- 2) MINIMAL widening of Wasatch Blvd and Little Cottonwood Canyon road would allow for a bus lane that would run the entire length of the canyon. (I was one in favor of the Cog Railway). The impacts of a tram will permanently mar and deface the entire canyon, and the scars will be seen throughout the canyon. **(32.2.6.2.2A, 32.2.9B, and 32.17A)**
- 3) Bus hubs for both canyons should be spread evenly throughout lower valley locations. Utilize some of the large shopping center areas like Shopko on 90th, 7th East lots on Fort Union, and defunct shops on Parley's Way near I 215. **(32.2.2I and 32.2.2FF)**
- 4) Put together a reverse one-way traffic pattern for Wasatch Blvd that runs two lanes of traffic up to the canyons for several hours in the morning, then reverts to two way traffic after the skiers have filled the canyon. **(32.2.2D)**

None of the aforementioned ideas will cost millions of dollars as proposed for tram, parking garages, and widening of Wasatch. Keeping this area small, slowing it down, and CHARGING for it will allow for as many people as should be in the canyons. Finally, we simply cannot afford to spend the money, the water, the resources on a plan that accommodates JUST TWO SKI RESORTS. **(32.2.7A)** What happens when the Great Salt Lake completely dries up and we have years (perhaps intermittent if we're lucky) when there is not enough snow to even open the resorts???? **(32.2.2E)**

Sincerely,

Mark A. Doherty

Educator, Outdoor Enthusiast, Writer.

Cottonwood Heights



**COMMENT #:** 2925  
**DATE:** 7/14/21 11:02 AM  
**SOURCE:** Website  
**NAME:** Erin Doyle

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**COMMENT:**

The gondola option serves only the resorts and the skiers with the financial means to ski at those resorts. **(32.2.7A)** The Cottonwoods are a free, accessible option for outdoor recreation. Our solution to congestion must be a solution that is equitable to everyone in our community and who passes through. **(32.5A and 32.4G)** Beyond the scar the gondola would place in the canyon, the bus clearly caters to more people, more sports, and will not destroy the beauty of the canyon. **(32.2.6.3C and 32.17B)**

**COMMENT #:** 2926  
**DATE:** 7/14/21 11:11 AM  
**SOURCE:** Website  
**NAME:** Andra Peterson

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**COMMENT:**

Gondola system for Little Cottonwood Canyon

Benefits:

1. Egress (can get out of canyon when road is blocked)
2. Environmental (carbon neutral)
3. Not stopped by road closures and avalanches
4. Keeps the canyon beautiful , no wider roads and less human impact on the natural beauty of the canyon **(32.2.9D and 32.17A)**

**COMMENT #:** 2927  
**DATE:** 7/14/21 11:28 AM  
**SOURCE:** Website  
**NAME:** Jay Dash

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**COMMENT:**

I am a resident of Cottonwood Heights for 12 years. I have spent more time on LCC than any other location since moving to Utah. I love all seasons, especially winter and spend time both at Snowbird and in the backcountry. I am a professional photographer and I'm pretty sure my work has contributed to the increase in popularity of the canyon and resorts. It makes me sad to see that after the powers to be have dragged their feet on this issue for quite some time, the options that have been given to the public are band aids at best and permanent scars at worst. **(32.17A and 32.17B)** I believe that now that we have made it this far, we need to extend the study and include other alternatives that are less impactful to the natural state of the canyon. The resorts are in this only to bring more people to their resorts as well add to the experience of their guests at the expense of many other user groups. **(32.2.7A)** People have had it good, myself included, for a long time in the Wasatch. It is time we start imposing car pooling rules and make those who do not think they contribute to pay massive fines, almost like a toll system. **(32.2.4A)** As well the traction laws need to be enforced on amore regular basis. **(32.2.2M)** I cant tell you how many times I have driven up LCC in the morning and there were no cops checking tires when a large storm was in the forecast and predicted to start mid afternoon. I then sat in traffic for hours because a 2 wheel car drive crashed coming down the canyon. Let's not just wilt to the idea of capitalism being what is best for all. My user days in the canyon has decreased every year over the past 5 becuase I just dont want to deal with traffic issues on very busy days. **(32.7C)** But those days are not every day and we can come up with better solutions to fix this problem without creating a permanent scar such as a Gondola. Finally, places like Disney world have restrictions on the amount of people allowed at their propoerties at any given time. It may be time for Alta and Snowbird to start adopting such principles and stop thinking how they can grow by 10% year over year. **(32.2.2K)**

**COMMENT #:** 2928  
**DATE:** 7/14/21 11:36 AM  
**SOURCE:** Website  
**NAME:** Lise Brunhart

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**COMMENT:**

Instead of a bus lane, could we have a train lane ? **(32.2.9F)** The only folks driving up LCC should be residents and service vehicles. The train is a pipe dream....Bus is more realistic....could it be Natural Gas-powered ? **(32.2.6.3F)** We will need the tram also , sadly. Both new modes of transport will be necessary ; not just one or the other. **(32.2.2W)**

**COMMENT #:** 2929  
**DATE:** 7/14/21 11:44 AM  
**SOURCE:** Website  
**NAME:** Matthew Hiebing

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**COMMENT:**

I am for the Gondola option. **(32.2.9D)** I think having a non-stop reliable way to get to the resorts will incentivize people to use the Gondola when we get large snowstorms, which is normally when the roads are in the worst condition. **(32.2.4A)** With the Gondola, you know you're going to get to the resort, and you know you'll be there by a certain time once you board. This method lets you plan your commuting/trip accordingly. It will also be an attraction for locals and visitors in the summer months and will protect the ground floor as much as possible. Adding an additional road will disrupt the wildlife in the canyon. **(32.13A and 32.13B)**

**COMMENT #:** 2930  
**DATE:** 7/14/21 11:50 AM  
**SOURCE:** Website  
**NAME:** Zachary Noyce

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**COMMENT:**

Given the two options under consideration at present, the choice could not be more clear: We need to construct a gondola system into Little Cottonwood Canyon. **(32.2.9D)** The upfront cost difference is close to negligible, the long-term costs are better, and it adds an actually attractive feature to the canyon. We are not skiers, but my family has always loved going up Little Cottonwood Canyon to take in the beautiful scenery and to RIDE THE TRAM at Snowbird. This is a choice between building a bigger road--more injuries and deaths, a less attractive canyon, and a bus service that could just as easily be decreased as increased--and adding an exciting new amenity to the canyon. I love buses. I ride them all the time, which is why I know they're subject to delays, their frequencies or routes can be changed on a whim, and they are hardly an attraction in and of themselves **(32.7C)**

I, for one, know that the addition of gondolas up the canyon would make the canyon MORE attractive and MORE appealing as a destination to me and my family even as it would dramatically improve the accessibility of the resorts for skiers.

This is a choice between an expenditure and an investment. Expanding a road and adding more buses to it is an expenditure. It adds services that can just as easily be cut and leaves us with a canyon that's less safe, less accessible, and less appealing than it was already. By building a gondola system, we would be investing in durable, interesting, and safe infrastructure that makes the canyon that much more interesting, safe, and attractive a place to be for years to come.

**COMMENT #:** 2931  
**DATE:** 7/14/21 11:54 AM  
**SOURCE:** Website  
**NAME:** Garth Lovell

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**COMMENT:**

I personally feel a large gondola built to transport people up the canyon is the best option for the narrow canyon. It may not resolve every issue but taking cars off the road helps with carbon emissions as well.  
**(32.2.9D, 32.10A, and 32.7C)**

**COMMENT #:** 2932  
**DATE:** 7/14/21 11:54 AM  
**SOURCE:** Website  
**NAME:** Zach Niemeyer

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**COMMENT:**

I am strongly opposed to any alternative that will affect bouldering in little cottonwood canyon. The stick boulder is very close to the road, with the river close on the other side. I do not believe your optimism that there will be enough space to expand the road here. The gondola alternative would likely cause significant reduction in climbing access. Both of the “preferred” alternatives are poor alternatives.

**(32.4A and 32.4B)**

I believe there is strong support for a different alternative. Putting in tolling would reduce canyon traffic. There is ample evidence that paying a fee reduces canyon traffic. This would encourage people to carpool or ride buses. **(32.2.4A)** If buses are readily available (every 5 minutes), people would be more inclined to use them. **(32.2.6.3G)** When people see a bus leave with the next one driving in, they can quickly move from their vehicle to the bus, rather than pollute by idling or stand in the cold. This sort of availability would encourage more people to ride the bus.

Paving an extra lane in the canyon exclusively for buses would not increase reliability, people slide off the road and completely shut down the road. People would not be driving significantly slower than buses would on a slippery snowy road. The estimated times for buses are unreasonable in the snowy conditions that we are actually trying to deal with. The weather is a bigger factor than people driving too slowly due to congestion. **(32.2.9B)**

Snow sheds may be a good alternative, as long as bouldering is not affected. **(32.4K)** However, it seems a high price to pay for reducing 56 hours of average closure time. This is a small amount of time. I am also opposed to expanding Wasatch Boulevard. The current make up does not need to be expanded. The expanded road alternatives do not drastically reduce travel times. They would only allow for more cars to sit and wait to get up the canyon on snowy days! Again, alternatives should be pursued to actually reduce traffic, not expand the ability of more traffic to get up the canyons.

**(32.2.6.2.2A , 32.2.4A, and 32.1.2B)**



**COMMENT #:** 2933  
**DATE:** 7/14/21 12:16 PM  
**SOURCE:** Website  
**NAME:** Sonya Campana

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**COMMENT:**

The highway is only packed bumper to bumper 20 to 30 days a year, and only packed for 8 - 9 a.m.; 4:30 - 5 p.m. **(32.1.4D)**

Enhance bus service. **(32.2.9A)**

Lower speed to 35 - 40. **(32.2.6.2.2A)**

Don't widen lanes. **(32.2.6.2.2A, 32.2.9L, and 32.2.9C)**

NO GONDOLA!! **(32.2.9E)**

I live right there - one block away. I am not impacted by ski traffic at all. **(32.1.2B)**

**COMMENT #:** 2934  
**DATE:** 7/14/21 12:17 PM  
**SOURCE:** Website  
**NAME:** Eric Czech

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**COMMENT:**

This canyon has had tramways installed in its past for transporting ore. A passenger tramway would be a great method for moving people up the canyons to the resorts. Dedicated bus lanes should be constructed as well, regardless of the Gondola. **(32.2.2W)** Protecting the roadway with snow sheds in the most critical slide zones would minimize closures for avalanche control. **(32.2.9K)**

**COMMENT #:** 2935  
**DATE:** 7/14/21 12:20 PM  
**SOURCE:** Website  
**NAME:** Ian Garrett

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**COMMENT:**

I think that there should be more buses that are specialized for skiing and snowboarding with racks and jacket hooks. This will make people want to take the bus more and drive less. **(32.2.6.30)**

**COMMENT #:** 2936  
**DATE:** 7/14/21 12:23 PM  
**SOURCE:** Website  
**NAME:** John Lemnotis

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**COMMENT:**

A gondola does NOT fit the needs of the entire Wasatch range and outdoor community. The major benefactor of this option is clearly Snowbird and Alta which are for profit companies. **(32.2.7A and 32.7C)** There are thousands of other users going into the canyons for other reasons than to use these resorts and their facilities. Maximizing parking areas and increasing bus service seems to be a better option that is more inclusive to all users. **(32.2.9A, 32.2.6.3C, and 32.2.9O)** Both plans hinge on the fact that users will want to be in a cabin surrounded by other people. **(32.2.4A)** Travel time will be reduced by using busses as compared to a gondola and would not affect the scenic draw of the beautiful cottonwood canyons. **(32.17A and 32.17B)** I have been a resident in the Salt Lake Valley for the past 11 years and have watched it grow before my eyes. There are now structures on top of high mountain peaks and people will continue to come to the area because it is so great. I work in the Cottonwood Canyons year round, it is part of my livelihood. I support the use of busses instead of a gondola. **(32.2.9A)**

**COMMENT #:** 2937  
**DATE:** 7/14/21 12:27 PM  
**SOURCE:** Website  
**NAME:** Galen Schuck

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**COMMENT:**

Please No Gondola. Too expensive and a massive eye soar on our awesome mountain views. I like the bus and lane expansion option better. **(32.2.9E, 32.17A, 32.17B, and 32.2.9B)**

**COMMENT #:** 2938  
**DATE:** 7/14/21 12:37 PM  
**SOURCE:** Website  
**NAME:** Michael Baker

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**COMMENT:**

The gondola alternative only serves the ski resorts at the expense of the experience of all LCC users. **(32.2.7A and 32.7C)** LCC is enjoyed by more user types than just those headed to the ski resorts, yet the gondola only benefits one user group which tends to be overwhelmingly white and wealthy. Although the environmental justice analysis focuses on residential populations, what are the equity impacts of these alternatives? How does a gondola meet the needs/preferences/desires of populations other than largely wealthy and white ski resort patrons? Wouldn't a gondola only further cement historic power imbalances when public lands need to be accessible to the whole public? **(32.5A)** The enhanced bus options serves all users since it can include stops at various trailheads. **(32.2.6.3C)** Service on an enhanced bus would be scale-able and responsive to the variable demand during the course of the year while the operational expense of a gondola remains fixed. **(32.2.6.3D)** Furthermore, the EIS states that the bus and gondola were analyzed assuming only wintertime operations. However, due to climate change, the winters will be getting shorter. What is the ROI for the alternatives given this reality? Do the alternatives account for changing season duration? I am concerned that the gondola will be another expensive infrastructure albatross that meets the needs of 2021 and become outdated in 2050. The visual blight of the defunct gondola on U.S. Route 191 north of Moab comes to mind. **(32.2.2E and 32.17A)**

The bus alternative provides even greater mobility and safety benefits for active transportation users. Are these benefits accounted for in the EIS. If so, how and what are they? LCC is a major recreational bike corridor that will likely only become more popular and in need of safer on-road recreational options. **(32.9A)**

The opportunity to offset negative road impacts from the bus alternative appears to be vastly greater than the impacts of a gondola. Electric/alternative fuel buses, green/blue infrastructure to address stormwater runoff, avalanche shed camouflaging seem quite realistic. **(32.2.6.3F and 32.12B)** How does the analysis account for more widespread future adoption of zero emissions vehicles that also have lower noise impacts? **(32.2.6.3F)**. How does the bus lane alternative account for the fact that the cost/benefit analysis of switching to transit is highly dependent on important transit-focused amenities at the resorts? **(32.2.4A and 32.2.3A)** As a skier, the benefit of having my car extends beyond comfort and convenience: I can change into my boots, eat lunch, relax at the end of the day, and store unneeded gear while I am skiing. For buses to become viable for resort patrons (particularly families), the rider experience after they alight needs to be addressed. **(32.2.3A)** This is an example of how the transit analysis for the LCC EIS needs to be unique from a traditional urban bus. Quality changing rooms, adequate lockers (ideally free), brown bag lunch areas, and lounges are needed at Snowbird and Alta otherwise the convenience costs of riding transit will likely continue to outweigh the benefits of driving. Resorts may see little economic benefit from these transit-focused amenities, yet they are as essential for riders as the bus stop itself. Public-private partnerships between UDOT/UTA and the resorts may need to be established. Also, bus routing that provides one-seat access from popular trip origins to the resorts needs to be prioritized beyond the scope of the EIS analysis area. **(32.2.6.3N and 32.2.2I)** Mark this Cottonwood Heights native as strongly recommending the additional bus lane alternative. **(32.2.9B)** Any widening of Wasatch Boulevard needs to make this important corridor a complete street. **(32.2.6.2.2A)** Thank you for performing this analysis and reviewing my comment.  
-Michael Baker, AICP

**COMMENT #:** 2939  
**DATE:** 7/14/21 12:46 PM  
**SOURCE:** Website  
**NAME:** Jade Velazquez

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**COMMENT:**

I'm surprised you're not collecting zip codes on this. **(32.29P)** I am a resident of Cottonwood Heights. I live within walking distance to Wasatch. I'm extremely concerned about widening Wasatch to 5+ lanes, adding sound barriers and increasing the speeds. These are all terrible ideas for the local residents and will endanger me as I like to walk and cross Wasatch on my regular runs. I am opposed to increasing speed and lanes on Wasatch through this highly residential area **(32.2.6.2.2A, 32.2.9L, and 32.11B)**.

**COMMENT #:** 2940  
**DATE:** 7/14/21 12:56 PM  
**SOURCE:** Website  
**NAME:** Jordan Hillock

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**COMMENT:**

Another UDOT program that has failed before it has even been completed. I challenge a UDOT representative that has some decision authority to go sit at the bottom of the canyons resort in park city. Go sit at the gondola and bubble chair at park city on a powder day or a busy weekend. Just observe what happens to, two very efficient systems on a busy day. two systems that handle a fraction of the people going up the salt lake canyons. They get backed up for hrs. **(32.2.6.5C)** To think the gondola won't have a 1hr or 2hr wait in line is either being ignorant or purposely ignoring the facts. We have roads. Lets increase bus traffic. **(32.2.9A)** Increase the number of buses, increase the diversity of buses (smaller, larger). Have some resort specific buses that go straight to Alta or the bird, that cost a premium. **(32.2.6.3N)** over load the canyon mouth with buses ready to go, and just need people. The morning time is the biggest bottle neck. Provide more than enough buses, and as the day goes on the demand goes down, send some buses home or on to different routes. **(32.2.6.3E and 32.2.6.3N)** Sometimes i think UDOT just does these big elaborate failing projects to show off. Look at us, we have this cool new thing, even though it cost way too much and is a complete failure. PLAN AHEAD. UDOT never looks more than 3 years ahead, and when the project is complete its already too small, below capacity, or failing. Look 10 and 20 years down the line. **(32.2.6.3I)** I know in government if it makes sense, it can't possibly be the answer. Let stop that thinking, or maybe its time we bring in a new administration.



**COMMENT #:** 2941  
**DATE:** 7/14/21 1:13 PM  
**SOURCE:** Website  
**NAME:** Howie Garber

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**COMMENT:**

I have been involved in planning and air quality issues in the Wasatch since the 1980s and have been involved in most plans for the Cottonwood Canyons since then. I worked extensively on Salt Lake County Wasatch Canyons Master Plan in 1987-89. Although I moved to Driggs, Idaho 3 years ago, the Wasatch and Little Cottonwood have a place in my heart. I continue to recreate there. Salt Lake City is the only city in the country that has world class mountains in its backyard. It is certainly worthy of this extensive EIS.

Little Cottonwood Canyon has been studied starting back in the 1970s when Edaw did a study which examined carrying capacity for the canyon. They looked at road capacity, parking capacity and capacity of the ski resort without deteriorating the user experience. Now it is also important to consider the geologic wonder of Little Cottonwood, watershed protection, wildlife, avalanches, and providing a transportation alternative for all users of the canyon and not just those at Alta and Snowbird. **(32.2.7A)** Funding an expensive gondola system for skiers at Alta and Snowbird and ignoring those who are rock climbing or camping or hiking or doing winter sports in White Pine Canyon would be asking the taxpayers to fund a for-profit special interest. A transportation system that's only used in the winter highlights the fact that this is for the benefit of the ski resorts, and it's very shortsighted. **(32.2.7A and 32.7C)** Accommodating growth in the local population will require year- round mass transit. This should be implimented now. One study showed that only 6-8% of Salt Lake County residents ski or snowboard, and many local residents just visit the Cottonwood Canyons in the summer. The ski industry represents less than 2% of Utah's overall economy and the highway should not be managed as an appendage of the ski industry. A gondola would require an alternative form of transportation to get to the La Caille base station which would only exacerbate air pollution. **(32.10A and 32.2.6.3E)** The gondola would be an amusement park eye sore in a place that is a geologic wonder. Please see photo below. **(32.17A) – UDOT reviewer note – no photograph was attached to the comment.** Enhanced Bus Service with Peak-Period Shoulder Lane is the only alternative that makes sense. **(32.2.9B)** Larger-capacity park-and-ride lots with transit service from the airport, downtown, Sugarhouse and other population centers would be beneficial. **(32.2.2I)** Having express buses to Alta and Snowbird would improve ridership **(32.2.6.3N)**. I agree with the development of a new parking lot at the 6200 S gravel pit. This would facilitate some bus transfers and would remove an eyesore that is bad for air quality. Electric buses would additionally do much to improve air quality. **(32.2.6.3F)** The bus should enable trailhead stops for dispersed users. **(32.2.6.3C)** Snow sheds to mitigate avalanche danger would provide additional safety as far as egress from Little Cottonwood. **(32.2.9K)** Automobiles are what will ultimately ruin the user experience and my prediction is that at some point in future, there will be another study that will be looking at a transportation system without autos. **(32.2.4A)** Ski resorts should have dollar incentives for more people in vehicles and should consider charging for parking. **(32.2.4A)** It is convenient for planners to ignore carrying capacity. Doing so will result in deteriorating water quality, user experience, and wildlife impacts. **(32.20B)**  
Thank for your time and consideration,  
Howie Garber M.D.

**COMMENT #:** 2942  
**DATE:** 7/14/21 1:20 PM  
**SOURCE:** Email  
**NAME:** Matt Allen

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**COMMENT:**

Hey Josh

I can't seem to find this anywhere and curious if documentation exists. Has there been any research into how many humans LCC can sustain at any given time before unfavorable impacts on the environment? All the documentation I'm finding speaks to the environmental impacts of each solution on their own, but what about each solution's potential to overload the canyon to a point of environmental impact? **(32.20B)**

Thanks for the hard work. I know this isn't easy.

Matt

**COMMENT #:** 2943  
**DATE:** 7/14/21 1:21 PM  
**SOURCE:** Website  
**NAME:** Sera Gearhart

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**COMMENT:**

Widening the road to create a peak shoulder for buses and building a gondola will have an irreversible negative impact on the rock climbing in the Canyon. Please reconsider. **(32.4A and 32.4B)**

**COMMENT #:** 2944  
**DATE:** 7/14/21 1:26 PM  
**SOURCE:** Website  
**NAME:** Malia Bradburn

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**COMMENT:**

We should increase the bus infrastructure and commit to making the buses more accessible to everyone instead of a gondola that the city pays for through taxpayer money. If it is funded through taxpayer money then it should be as accessible to the public as buses. **(32.2.7A, 32.2.9B, 32.2.4A, and 32.5A)**

**COMMENT #:** 2945  
**DATE:** 7/14/21 1:31 PM  
**SOURCE:** Website  
**NAME:** Vail Szendrei

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**COMMENT:**

Please build the gondola. It has a smaller environmental impact than widening the canyon/road, and that should be the number one consideration. On top of that, the gondola will be more reliable, which should be the number two consideration. **(32.2.9D)**

**COMMENT #:** 2946  
**DATE:** 7/14/21 1:34 PM  
**SOURCE:** Website  
**NAME:** Kipp Schorr

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**COMMENT:**

Please consider other recreational users when deciding on further action. There are many user groups that use the canyon, and a giant tram would be a major visual and environmental blemish. **(32.17A, 32.2.4A, and 32.4G)** The canyon only services skiers for less than 1/2 of the year, and during that time only about 20 of those days have a big problem with traffic. **(32.1.4D)** Please make an attempt to truly fund a good bus system in the winter before dumping millions and millions into a project that is irreversible. Thank you. **(32.2.9A)**

**COMMENT #:** 2947  
**DATE:** 7/14/21 1:37 PM  
**SOURCE:** Website  
**NAME:** Ian Birch

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**COMMENT:**

The best solution is expanded bus service with ample parking for those to ride the bus with high frequency routes. **(32.2.9A)** The gondola will involve numerous transportation transfers and will only cause people to opt out of riding. **(32.2.4A)** This will be a \$600 million waste of money. People only ride public transit when it is convenient, the gondola will be anything but, and it will only serve the ski areas, not the multitude of other outdoor recreation activities in LCC. **(32.2.7A)** Build more parking in convenient locations for the bus service and make it accessible to all users and people will ride. **(32.2.6.2.1C)**

**COMMENT #:** 2948  
**DATE:** 7/14/21 1:45 PM  
**SOURCE:** Website  
**NAME:** Holly Moursal

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**COMMENT:**

Have you considered shutting down traffic in the canyons on weekends and Holiday's from 8am until 10 or 11 am and only allowing public transport during that time? **(32.2.2B)**



**COMMENT #:** 2949  
**DATE:** 7/14/21 2:04 PM  
**SOURCE:** Website  
**NAME:** Christian Paul

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**COMMENT:**

This pickle you find yourself in is the result of unfettered growth that has not only caused congestion in our canyons, created a safety issue with avalanches, hampered efforts to manage recreation in both Cottonwood Canyons, but most importantly threatens the very watershed we drink. For what? To make four ski resorts rich? Seems you are taking the long way around all of this. **(32.2.7A, 32.12A, and 32.12B)**. The most cost effective and long term solution is to widen the road, tunnel the road in all the major avalanche paths for public safety, and require the resorts, not the tax payer to carry the majority cost of these improvements since they stand to monetarily benefit from whatever final decision is reached. **(32.2.7A, 32.2.2C, and 32.2.2P)**.

My biggest concern with whatever you decide is the non-resort recreation is not being considered in all of this. Backcountry users have as much right to have access to public lands as much as ski resort folks do. You approaching this problem in the manner you are, create an environment where only the rich can recreate when you only cater to the ski resorts. Not everyone can afford to recreate at a resort and they shouldn't have to on public lands being leased by ski resorts. I fear this will open a pay to play paradigm in our canyons which could price out future generations. **(32.4G and 32.5A)**

Let this "Problem" you are addressing be a warning in the future, and example to all why unfettered growth is bad for us with a narrow corridor of watershed used by over a million people. With the current drought caused by rising temperatures and below normal snowpacks we keep seeing, maybe we should be spending a chunk of change like this on addressing how to better manage our natural resources, not making ski resorts rich at the expense of those that live here. **(32.2.2E)**

**COMMENT #:** 2950  
**DATE:** 7/14/21 2:11 PM  
**SOURCE:** Website  
**NAME:** Clayton Williams

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**COMMENT:**

Given the increasing severity of winter inversion, I feel that any transportation solution being considered for the canyons should take into serious consideration how big its impact will be on pollution. **(32.10A)** The Gondola alternative seems to offer the greatest balance of human transportation, pollution reduction, and reliability in the event of avalanches or other natural disasters of a similar caliber. While it may cost more than a dedicated bus lane, there are far more long term benefits to be had by implementing a gondola. **(32.2.9A)**

**COMMENT #:** 2951  
**DATE:** 7/14/21 2:25 PM  
**SOURCE:** Website  
**NAME:** Max Merkin

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**COMMENT:**

I am writing in to you urging the reconsideration and rejection of both transportation projects that UDOT has provided: 1. The addition of a shoulder lane for busses and 2. The construction of Alta/Snowbird gondolas **(32.2.9C and 32.2.9E)**. I am writing this comment to make it clear that these developments would be more harmful than helpful for LCC and its dedicated patrons. On behalf of local climbers that frequent LCC, as well as those that travel from all over the world to touch the spectacular granite of LCC, we oppose the development of such infrastructure, as over 60 boulders are currently estimated to be compromised and destroyed. The concept of reduced parking, reduced trail access, as well as the years of construction to complete such projects would absolutely devastate the public's ability to recreate about LCC. **(32.4A and 32.4B)** Please reconsider these plans to preserve the natural beauty of Little Cottonwood Canyon for all who enjoy it.

**COMMENT #:** 2952  
**DATE:** 7/14/21 2:34 PM  
**SOURCE:** Website  
**NAME:** Brittany Brelle

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**COMMENT:**

I am writing in to you urging the reconsideration and rejection of both transportation projects that UDOT has provided: 1. The addition of a shoulder lane for busses and 2. The construction of Alta/Snowbird gondolas **(32.2.9C and 32.2.9E)**. I am writing this comment to make it clear that these developments would be more harmful than helpful for LCC and its dedicated patrons. On behalf of local climbers that frequent LCC, as well as those that travel from all over the world to touch the spectacular granite of LCC, we oppose the development of such infrastructure, as over 60 boulders are currently estimated to be compromised and destroyed. The concept of reduced parking, reduced trail access, as well as the years of construction to complete such projects would absolutely devastate the public's ability to recreate about LCC. **(32.4A and 32.4B)**. Please remove these plans to preserve the natural beauty of Little Cottonwood Canyon for all who enjoy it, now and moving forward.

**COMMENT #:** 2953  
**DATE:** 7/14/21 2:43 PM  
**SOURCE:** Website  
**NAME:** Hans Fuegi

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**COMMENT:**

I encourage you to choose the Gondola Alternative B. The enhanced Bus alternative is very much a band aid solution to the existing problems and given how close the Capital and O&M costs are doesn't make much sense to me. As you notice the Gondola B option will be substantially less damaging to the environment, not something we can afford to ignore. I encourage you to think big and be bold and innovative. Thank you for the opportunity to comment and for all the hard work so many folks are putting into this project. **(32.2.9D)**

**COMMENT #:** 2954  
**DATE:** 7/14/21 2:55 PM  
**SOURCE:** Website  
**NAME:** Dolly Henderson

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**COMMENT:**

Use the resources that you already have now. The projects you are proposing will only contaminate the water source there. **(32.12A and 32.12B)** Use smaller buses for the small roads there and don't do anything else besides that. **(32.2.9A)** These2 ideas spend taxpayer money where it doesn't need to be spent. I think both of them are a bad idea and this is why that is. You are spending money on something that doesn't need to have money spent on it. **(32.2.9C and 32.2.9E)**

**COMMENT #:** 2955  
**DATE:** 7/14/21 3:22 PM  
**SOURCE:** Website  
**NAME:** Scott Wood

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**COMMENT:**

I'm all in favor of this idea and would like to help spread the word. (32.29D)

**COMMENT #:** 2956  
**DATE:** 7/14/21 3:24 PM  
**SOURCE:** Website  
**NAME:** Perrine Anderson

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**COMMENT:**

I'm a 45 year resident of Utah, who has skied LCC since the year Snowbird opened, and worked in BCC for almost as long. The last few years have been a disaster in terms of crowds and over use, not only at the ski resorts, but on the trails, and in the picnic and camp grounds. The gondola and railway proposals only serve Alta and Snowbird. **(32.2.7A and 32.7C)** They will be unsightly, outrageously expensive, and not help the average citizen. They will not do a thing for those who are not going to the resorts, and thus won't impact anyone who wants to use the canyon elsewhere. **(32.7C)** Please choose the improved highway, with parking snow sheds and more bus access ( buses need to be from downtown as well as hotel areas, year round, and have better remote parking, more times, and more stops), as the final option. **(32.2.9B , 32.2.6.3C, and 32.2.2I)**



**COMMENT #:** 2957  
**DATE:** 7/14/21 3:32 PM  
**SOURCE:** Website  
**NAME:** Bob Rowen

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**COMMENT:**

I have skied Alta, Snowbird and other area resorts since about 1970. Not every year but enough to know the place. I have also visited the area in summer, for hiking mostly. Although a gondola would be cool, it is not the most environmentally responsible alternative, which is especially important when serving recreation demand. So I support use of low-emission public transportation buses. **(32.2.9A)**

**COMMENT #:** 2958  
**DATE:** 7/14/21 4:01 PM  
**SOURCE:** Website  
**NAME:** Josh Denys

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**COMMENT:**

Please, please, please do not build a gondola in Little Cottonwood Canyon. **(32.2.9E)** Expand bus service instead. Make it convenient and free. Charge a toll to access the canyon with a vehicle and use the proceeds to make the busses free. If there is a gap in the budget, the ski resorts should make up the difference as they are the ones profiting off the use and creating the problem. **(32.2.9A and 32.2.4A)**

**COMMENT #:** 2959  
**DATE:** 7/14/21 4:17 PM  
**SOURCE:** Website  
**NAME:** Thomas T Smart

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**COMMENT:**

Billions of dollars to destroy the beauty of LCC in order to bring more skiers (and money) to the resorts while totally ignoring the needs of other users with other destinations? **(32.2.7A and 32.7C)** NO! Do you honestly believe this will lead to fewer cars on the road? **(32.2.4A and 32.20E)** When will UDOT ever learn?

**COMMENT #:** 2960  
**DATE:** 7/14/21 4:30 PM  
**SOURCE:** Website  
**NAME:** Corey Tenney

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**COMMENT:**

Tram is more logical than adding another lane up the canyon. We should be doing whats best for our environment, and that is a tram. Adding a parking garage to support this is important. **(32.2.9D)**

**COMMENT #:** 2961  
**DATE:** 7/14/21 5:43 PM  
**SOURCE:** Website  
**NAME:** Kipling Sharpe

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**COMMENT:**

Ifavor a gondola, seems much better for air quailty and wouldn't be as vulnerable to weather/ avalanche closures and bad drivers clogging up the road. **(32.2.9D and 32.10A)**

**COMMENT #:** 2962  
**DATE:** 7/14/21 5:50 PM  
**SOURCE:** Website  
**NAME:** Beth Blattenberger

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**COMMENT:**

Any service that serves ski resorts only should be paid for by the ski resorts. **(32.2.7A)**

Any service that also serves other high-use trailheads, or has the capability to do so in the future, should be preferred. **(32.2.6.3C and 32.2.6.5G)**

Any service that is also available in summer, or could potentially become available in summer, should be preferred. **(32.2.6.3C and 32.2.6.5F)**

Any method that detracts from the natural scenery, such as a gondola, should be rejected. **(32.2.9D)** It may get past avalanches, but there are not that many road closures because of avalanches to be worth it. **(32.7A)**

**COMMENT #:** 2963  
**DATE:** 7/14/21 6:05 PM  
**SOURCE:** Website  
**NAME:** Anita Wells

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**COMMENT:**

I live in the neighborhood of the park n ride and am very unhappy about the idea of a large parking structure, with its additional noise and traffic, being built by the Walgreens there. **(32.2.9R, 32.11E, and 32.2.6.21D)**

**COMMENT #:** 2964  
**DATE:** 7/14/21 6:24 PM  
**SOURCE:** Website  
**NAME:** Kurt Nosack

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**COMMENT:**

I strongly support enhanced bus service over the gondola. The gondola will require bussing from parking lots to the base station so transi time from car to ski resort will be much greater than the bus only option. The gondola will require disturbing new areas in the canyon and creat visual eyesores whereas the expanded road will change the canyon much less. **(32.17A, 32.17B, 32.13A, and 32.13B)** With a dedicated bus lane, buses should be significantly faster than cars on high traffic days, encouraging more ridership, less congestion and pollution. Busses can be used elsewhere during non peak times. Busses can be added or removed to match demand and can serve multiple routes , increasing service areas and spread parking load out. The bus lanes could be bike lanes in off peak times. These are just the highlights of the advantages busses have over a gondola. **(32.2.9B, 32.7C, and 32.10A)**



**COMMENT #:** 2965  
**DATE:** 7/14/21 7:12 PM  
**SOURCE:** Website  
**NAME:** Abigail Collingwood

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**COMMENT:**

The gondola solution is a waste of taxpayer money. If it is only going to service Snowbird and Alta, it should be funded by Snowbird and Alta. **(32.2.7A)** The bus system would benefit the whole canyon (not just the resorts), be useable in the summer, and be less of an eyesore on the canyon. **(32.17A , 32.17B, 32.2.6.3C, and 32.2.9A)**

**COMMENT #:** 2966  
**DATE:** 7/14/21 7:18 PM  
**SOURCE:** Website  
**NAME:** Samuel Bloom

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**COMMENT:**

As the CEO of snowbird said at the public hearing yesterday, he will pay more money for the gondola if it brings more people to his resort. As any logical person who has been to snowbird on a very snowy day understands, snowbird is unable to open many of the lifts on days where the snow comes down hard. the purpose of the two options proposed is NOT going to make the skiing experience better in little cottonwood!! **(32.20C)** Better alternatives include adding more bus service and providing incentive for people who take public transit! **(32.2.9A and 32.2.4A)** This plan is scaleable to big cottonwood canyon, where another traffic problem exists, and it is not permanently going to deface the canyon. **(32.1.1 and 32.17A)** please reconsider more options than the two proposed. You can add busses and metering now, and adjust your plans accordingly before you have wasted tax payer dollars for the benefit of people on the top. **(32.29R and 32.2.7A)** I have taken the bus 2/3rds of my trips up little and big cottonwood canyon prior to COVID, and while standing in LOOOONG bus lines at the stations it is a consensus among bus riders that more busses at peak hours = more people taking the bus because the experience will bet better!! this is not a complicated solution like those environmentally negligent ones provided in the proposal. **(32.2.9A)** From the comments given last night at the hearing, it is CRYSTAL CLEAR that taking a huge leap to build more lanes or a gondola is not what the people want. The legacy UDOT will leave behind by following through with one of these disastrous plans is not a good one. Start with feasible, cheaper changes with a lesser environmental impact. I agree with Jenny Wilson! If people miss a ski day here or there, so be it. It happens due to interlodge and avy conditions at the resort limiting lift access anyway. getting more people up the canyon on the most dangerous days is only going to cause more problems. Additionally, the gondola will just redirect the same traffic to a different part of town. PLEASE RECONSIDER THE TWO FAVORED (AND ENVIRONMENTALLY DEVASTATING AND PERMANENT) OPTIONS!! Thank you

**COMMENT #:** 2967  
**DATE:** 7/14/21 7:27 PM  
**SOURCE:** Website  
**NAME:** Samuel Bloom

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**COMMENT:**

Please consider starting with cheaper, less environmentally damaging options such as metering the canyon, strictly enforcing traction laws, and increasing bus services. **(32.2.4A, 32.2.2M, and 32.2.9A)** It is clearly in the interest of snowbird and alta to increase travel to their resorts via the gondola, as them and other financially well to do investors asked for it at the hearing last night. **(32.2.7A)** The citizens, however, want to preserve this sacred land. Bringing more people up the canyon during dangerous avalanche conditions is not going to improve safety! Please consider adjusting your plan to one that does not impact the canyon permanently. There is more recreation in the canyon than skiing and the proposed changes will be permanent! **(32.4G and 32.4I)**

**COMMENT #:** 2968  
**DATE:** 7/14/21 7:37 PM  
**SOURCE:** Website  
**NAME:** Pete Griffen

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**COMMENT:**

The problem is in BOTH Canyons: TOO MANY CARS.  
Both canyons need to adapt tolls/restrictions on private vehicles and make public transportation (bus) efficient, and user friendly, from a SINGLE mobility hub at the gravel pit. **(32.2.4A and 32.2.9A)**  
Let's try it first.

**COMMENT #:** 2969  
**DATE:** 7/14/21 8:43 PM  
**SOURCE:** Website  
**NAME:** Timothy Walton

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**COMMENT:**

I am asking that you do not build the gondola or widen the road. **(32.2.9E and 32.2.9C)** There are other options. Why can the ski areas also include a parking pass with their lift pass that allow a limited number of vehicles access to parking at the resorts. Those that are not able to get a parking pass could then park outside the canyon and ride a bus up to ski. **(32.2.2K and 32.2.4A)** The current options will have impacts that restrict other activities. **(32.2.4A and 32.4G)** They will destroy/displace boulders that have been climbed for years. **(32.4A and 32.4B)** The canyon is also an amazing escape from the city. Please leave it as natural as possible.

**COMMENT #:** 2970  
**DATE:** 7/14/21 9:02 PM  
**SOURCE:** Website  
**NAME:** Thomas Smiley

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**COMMENT:**

I support the gondola option. Because it is more reliable during the winter with all the snow and avalanche risk.

A bigger road will just attract more people creating more demand on the road and we will be in the same position in 5 years time with double the traffic. **(32.2.9D, 32.2.4A, and 32.20E)**

**COMMENT #:** 2971  
**DATE:** 7/14/21 9:02 PM  
**SOURCE:** Website  
**NAME:** Dolly Garlo

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**COMMENT:**

Thank you for the opportunity to comment after the publication of the preferred alternatives. Knowing the state of the roads in Little Cottonwood Canyon, the avalanche potential and traffic issues - not to mention the disruption that will occur as a result of the construction on the roads, I want to weigh in as supporting Gondola Alternative B (base station from La Caille) . **(32.2.9D)**  
Thanks again.  
Dolly

**COMMENT #:** 2972  
**DATE:** 7/14/21 9:26 PM  
**SOURCE:** Website  
**NAME:** Eric Shmookler

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**COMMENT:**

I too am an avid Backcountry skier who loves skiing in Little Cottonwood. I also have an Alta season pass. I spend at least 80+ days in the Canyon each winter. I agree we need to reduce cars in the canyon. I only occasionally use a bus as they are inconvenient because of infrequent scheduling and no express to Alta. This means making 3 stops at Snowbird before arriving at Alta. **(32.2.6.3A)** To me the Tram/Gondola makes no sense. First only Alta and Snowbird skiers benefit in the winter. What about Backcountry access and summer trailhead access? **(32.2.6.3C, 32.2.6.5G, and 32.4G)** Second how is driving to a garage, walking to the Tram, standing from 37 to 45 minutes up the canyon efficient **(32.2.6.5C)**. And if you don't park at LaCaille you need to take an express bus to the Tram base. Is this the reason UDOT wants to add lanes to Wasatch Blvd and make a major thoroughfare through a residential community. **(32.2.6.2.2A)** Obviously buses are more efficient, flexible and comfortable. They can get you up the canyon faster, leave from multiple locations in the valley helping to prevent congestion at the bottom of the canyon. **(32.2.2I and 32.7B)** Why would we want to scar the beauty of Little Cottonwood with Tram towers. **(32.17A)** Would this also open the development of the mouth of the canyon to hotels and shops. **(32.20H)** If you make a bus system convenient, put tolls on cars to discourage single occupancy usage the environmental impact will be at a minimum. **(32.2.4A)** Tax payer money should also not be used to support private businesses. Alta and Snowbird are not National Parks. **(32.2.7A)**



**COMMENT #:** 2973  
**DATE:** 7/14/21 9:27 PM  
**SOURCE:** Website  
**NAME:** Gary Brown

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**COMMENT:**

The tram is the best option and easily gets my vote. Why anyone thinks sending more buses up that canyon is a better option makes no sense to me. I ski at both Alta and Snowbird and I also frequent the backcountry as well. **(32.2.9D)**

**COMMENT #:** 2974  
**DATE:** 7/14/21 9:27 PM  
**SOURCE:** Website  
**NAME:** Amanda Lambert

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**COMMENT:**

I find it abhorrent that a gondola is being considered to you get skiers out to a couple of resorts of Little Cottonwood Canyon. **(32.1.2B and 32.2.7A)** Are used to ski but I hike now. I have zero interest in supporting a multi million dollar structure that will ruin the canyon so that people can ski. Increasing bus service seems like a much better idea. Use electric buses. **(32.2.9A and 32.2.6.3F)**

**COMMENT #:** 2975  
**DATE:** 7/14/21 9:51 PM  
**SOURCE:** Website  
**NAME:** Pat Annoni

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**COMMENT:**

Save Not Pave!! Tearing out homes and 50-foot trees to widen and straighten Wasatch Blvd. between Big and Little Cottonwood Canyons, merely so everyone can drive faster, is NOT a good choice for the environment!!(32.2.6.2.2A)

**COMMENT #:** 2976  
**DATE:** 7/14/21 10:09 PM  
**SOURCE:** Website  
**NAME:** Sara Finstad

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**COMMENT:**

Can we get an analysis of where the cars are coming from that drive up the canyon? **(32.2.2.GG)**  
What percentage are from salt lake county that need 210 to get up the canyon? **(32.2.2.GG)**  
What percentage are from Utah county that would be better served by a new resort up AF/SF or even a road up AF to MB? **(32.2.2J)**  
What percentage are from Wasatch/summit counties that would be better served by a resort up over there, a ski link, or a road to AF that connects to another resort? **(32.2.2N and 32.2.2J)**  
What percent come from out of town that could be diverted to something like ski link?  
Why are we using funds to not explore our capacity issues and trying to jam up one canyon above its capacity? **(32.1.2B)**

**COMMENT #:** 2977  
**DATE:** 7/14/21 10:10 PM  
**SOURCE:** Website  
**NAME:** Sheldon Teerlink

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**COMMENT:**

I really enjoy visiting Little Cottonwood canyon during the summer. Although I'm not a skier I often stay at Snowbird during the summer. The canyon is beautiful and deserves to be preserved. I'm in favor of a Gondola system that keeps SR 210 to its current size and avoids concrete tunnels. **(32.2.9D and 32.2.6.3Z)**

**COMMENT #:** 2978  
**DATE:** 7/14/21 10:15 PM  
**SOURCE:** Website  
**NAME:** Grant Hiltbrand

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**COMMENT:**

Gondola baby! It's safer and won't have cars going off the road or getting stuck due to avalanches  
(32.2.9D)

**COMMENT #:** 2979  
**DATE:** 7/15/21 12:15 AM  
**SOURCE:** Website  
**NAME:** David Pedersen

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**COMMENT:**

Building new roads and expanding existing roads will not get us to where we need to be in terms of climate and biodiversity. It will also do nothing to stem the growing tide of motor-vehicle incidents. Instead, UDOT should focus on rail service (think funiculars/cog railways) and gondolas instead, since these have far less significant environmental impacts. **(32.2.9D and 32.2.9F)**  
We must minimize road transportation in favour of alternatives wherever possible, including here.

**COMMENT #:** 2980  
**DATE:** 7/15/21 6:24 AM  
**SOURCE:** Website  
**NAME:** Bryan Washington

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**COMMENT:**

For only 1 million visitors a year the price tag is just too high. (32.29D and 32.2.7A)



**COMMENT #:** 2981  
**DATE:** 7/15/21 6:40 AM  
**SOURCE:** Website  
**NAME:** Royal Rose

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**COMMENT:**

I prefer the expanded but lane alternative for it's multi-use ability. **(32.2.9B)**

**COMMENT #:** 2982  
**DATE:** 7/15/21 6:47 AM  
**SOURCE:** Website  
**NAME:** Royce Johnson

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**COMMENT:**

The gondola is: Ugly, intrusive, inefficient, expensive, fault-intollerant. **(32.17A and 32.2.6.3K)** An \*electric\* bus or shuttle tram system would be cheap, no more intrusive than current roadway, scalable, replaceable, upgradable. Both are: quiet and exhaust-free. **(32.2.6.3F, 32.2.6.3D, and 32.2.9A)**

**COMMENT #:** 2983  
**DATE:** 7/15/21 7:22 AM  
**SOURCE:** Website  
**NAME:** Tom Sayasith

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**COMMENT:**

The bus option should be chosen as it is more flexible and accommodating to all users of Little Cottonwood Canyon throughout the year. **(32.2.9A and 32.2.6.3C)** The gondola should be rejected as the gondola will make less frequent stops and will not be used all year. **(32.2.9E)**

**COMMENT #:** 2984  
**DATE:** 7/15/21 7:22 AM  
**SOURCE:** Website  
**NAME:** Jonathan Fischer

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**COMMENT:**

Please do not expand the width of the road! This would significantly worsen the wild aesthetic of the canyon, which is what makes it so unique in the first place. **(32.17A and 32.13B)** The best option is to dramatically increase bus frequency on the road that already exists. **(32.2.9A)** It is both cheaper and better at preserving the beauty of the canyon. One criticism of the bus idea is that people aren't using it much now so why should we invest more in it- this is very flawed logic though. **(32.2.4A)** The buses are very often full and involve hours long wait times to get on them- prove are using the buses, but there just aren't nearly enough of them.

**COMMENT #:** 2985  
**DATE:** 7/15/21 8:02 AM  
**SOURCE:** Website  
**NAME:** Christine Helfrich

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**COMMENT:**

When faced with the choices of spending hundreds of million dollars on Little Cottonwood Canyon to speed the 1%ers to their favorite ski resort, I say neither. **(32.2.7A and 32.2.9G)**  
Climate change is real. Our ski seasons are only somewhat normal due to using our precious and ever limited water supply to make artificial snow. **(32.2.2E)**  
When have we ever proposed spending half a billion dollars on recreation for Rose Park, West Valley City, Magna or Kearns? Isn't it time to get our priorities straight? **(32.1.2B)**

**COMMENT #:** 3089  
**DATE:** 7/15/21 8:47 AM  
**SOURCE:** Website  
**NAME:** James Jensen

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**COMMENT:**

Both proposed solutions of the Gondola and Expanded Bus lanes fall short in addressing key issues as well as ONLY catering to the ski resorts. **(32.2.7A and 32.7C)** The canyons get used year round for all kinds of activities. Congestion usually occurs on "powder days" when significant traffic from skiers as well as poor road conditions come together. **(32.1.4D)** The proposed solution only provides better options for skiers going to a ski resort. **(32.2.4A and 32.2.7A)** It does not provide any better alternatives for those snowshoeing, back country skiing, climbing, etc. If a visitor's beginning or final destination is not the gondola mobility hub, Snowbird, or Alta then it provides no benefit. **(32.7C)**

I live in Granite and on peak snow days, traffic makes ingress and egress from our community a problem. **(32.7B)** I fail to see how putting a large gondola mobility hub in a pristine residential neighborhood at the mouth of little cottonwood canyon will impact the situation for good. **(32.2.6.5E)** If the canyon is temporarily closed for avalanche control now I have a hard time getting in and out of my neighborhood. **(32.7B)** If the Gondola mobility hub is created and the canyon is closed for avalanche control, everyone will still have trouble driving to and accessing the mobility hub. I do not see any solutions for a driver coming from south Wasatch Blvd, crossing 9400 S. to try and reach the mobility hub. It will only move congestion from IN the canyon to the community at the mouth OF the canyon. **(32.2.6.3E)**. Additionally, the gondola option is not scalable. It can't be expanded or reduced to meet demand. **(32.2.6.5B)** This is an expensive option for only addressing peak snow day problems and does not address the needs of summer visitors, hikers, climbers, or other activities that are not located at Snowbird or Alta. Currently some canyon biking trails reduce congestion by making trails biking or hiking only on odd or even numbered days. I would prefer to see a joint UDOT and business option proposed. Such as, season pass holders at the resort are only good for even or odd weeks. Preselling resort parking passes and requiring anyone that wants to ski without a parking pass to ride public transport. Or eliminating the IKON pass and other multi resort passes that bring in out of state skiers. **(32.2.2K and 32.2.4A)** We currently charge out of state tuition for our state funded schools. Why don't we charge out of state ski rates to offset the UDOT proposed spending to provide access to the resorts. Options like that will reduce the peak rush to hit the canyons on "powder days". I also fail to see any mention of what the canyon capacity is in terms of visitors. We can't just put more and more people in the canyon without a negative impact. **(32.2.0B)** Perhaps we need a permitting system like we have for running rivers, camping, or hiking certain areas. **(32.2.2K)** Our only artificial canyon visitor limits are related to existing parking stalls. How many more visitors can the canyon support or should it support. I would like to see that information before we propose how to get more people in the canyon. **(32.1.2B)** Increasing the road lanes or building a gondola will negatively impact the residents that live in the area. Granite has a very high quality of life now. **(32.7B)** Bringing in large mobility hubs will change the nature of the community, what brings people here, and impact residential property values. **(32.4L)** The community of Granite does not have any restaurants, business/office buildings, and has a very rural feel. Building a large industrial mobility hub would change that aspect forever and permanently punish the local residents in favor of resort skiers from in and out of state. **(32.4M)**

Finally, I think expanding busing options (not new lanes) is by far the most flexible and scalable option with using park and ride lots not near the mouth of the canyon where we see most of the congestion. **(32.2.9A)**

**COMMENT #:** 2986  
**DATE:** 7/15/21 8:58 AM  
**SOURCE:** Website  
**NAME:** Coby Walsh

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**COMMENT:**

I first want to thank you for taking the time to fully read and consider the public's comments and concerns as well as mine

I ask that we utilize our less impactful options first before we move into more permanent alternatives. I believe if we can use our buses effectively and efficiently we won't have the need to expand the roads. **(32.2.9A)** We have to remember that this is a process and it may take some time to come to a solution. It is important to know that the best possible solution won't happen over night. We may have to come back to the drawing board multiple times but it will be worth it and better than destroying our beautiful canyons that all of Utah enjoys and people travel far and wide to see.

Not only will this simpler option be less impactful but cheaper as well.

If we find that simply improving our already established bus systems isn't sufficient. Then we can revisit expanding our canyon roads. Once we add lanes to the our already existing roads we can not go back. It is paramount that we consider our less impactful options first.

I am personally against the gondola. **(32.2.9D)** The gondola would be the most impactful on the environment and on the esthetics of the canyons. It's not only the towers for the gondola that are impactful but in addition, all the service roads and machinery that will be needed to put the gondola in place that will have a major impact on our canyons Ecco-system. **(32.13A)** The gondola would only be needed during those few days a year when hoards of people are trying to get up the canyon. **(32.1.4D)** During the huge majority of the year the gondola will be severely under utilized.

I am an avid climber and skier, I call on you to please protect the many boulders and ski areas that myself and many others hold dear to our hearts. **(32.4A and 32.4B)**

Again this is a process that we should respect the time this project demands. Let's be an example of how we as a community came together to protect our beautiful mountains while still coming to a solution we can be proud of. Rather than be another regrettable mistake we cannot recover from.

Once more I greatly appreciate your time and consideration of the public's thoughts and options. I am in high spirits we will come to a solution we can take pride in and be an example for others to follow.

Cheers,  
Coby Walsh

**COMMENT #:** 2987  
**DATE:** 7/15/21 9:03 AM  
**SOURCE:** Website  
**NAME:** Leo Masic

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**COMMENT:**

I'd like to register my qualified support for the bus option. **(32.2.9A)** The bus represents the best option for access all along the canyon, rather than just the ski resorts. I would strongly be in favor of a Zion-style shuttle with similar restrictions to car access up the canyons - at least during certain times of the year. **(32.2.2B)** Please keep in mind summer recreation. I know I'm not the only one that would love to take a fast, comfortable bus up the canyon to get to my favorite trailheads in the summer, when parking can be a nightmare. **(32.2.6.3C)** It also pains me to see so many cars going up the canyon at all times of the year - so many Utahns cherish our canyons because of the opportunity to escape city pollution. At the end of the day, I hope the bus is chosen over the gondola. Let's move forward with an option that doesn't just serve skiers. **(32.2.7A and 32.7C)** And let's make the bus something that people feel they ~get~ to ride, rather than ~have~ to ride. That can be done through making these buses comfortable, technologically advanced, and intuitive. The stops must be comfortable, pleasant places to wait - with ample information available to take the guesswork out of riding.  
Thank you.



**COMMENT #:** 2988  
**DATE:** 7/15/21 9:03 AM  
**SOURCE:** Website  
**NAME:** Alan Ralphs

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**COMMENT:**

I vote for gondola **(32.2.9D)**

**COMMENT #:** 2989  
**DATE:** 7/15/21 9:24 AM  
**SOURCE:** Website  
**NAME:** Garrett Lyman

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**COMMENT:**

My family used a gondola system similar to this in Germany during the summer to get an unforgettable view of the mountain views. I'm disabled so it offered me an experience I never could have otherwise. This will make Utah's year-round beauty accessible to all kinds of people, not just skiers. I'm highly in favor of the gondola approach. **(32.2.9D)**

**COMMENT #:** 2990  
**DATE:** 7/15/21 9:42 AM  
**SOURCE:** Website  
**NAME:** Casey Sanders

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**COMMENT:**

I oppose any plans to add a gondola, or widen the road up the canyon. **(32.2.9E and 32.2.9C)** If anything we should be restricting traffic to such a sensitive area. Maybe we alternate bus only days? **(32.2.9A and 32.2.4A)**

**COMMENT #:** 2991  
**DATE:** 7/15/21 10:08 AM  
**SOURCE:** Website  
**NAME:** Elisa Schvaneveldt

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**COMMENT:**

Neither of these options is appropriate and requires a significant amount of money and development in an area that we do not need to expand. Start by running more buses up there. Pay UTA to make wait times shorter and make it affordable. If you're not going to restrict cars going up the canyon, it is of no use. The gondola and road expansion options are temporary. Utahns drive everywhere. Encourage them to park at the various bus stops and take a UTA bus. **(32.2.9A and 32.2.4A)**

**COMMENT #:** 2992  
**DATE:** 7/15/21 11:09 AM  
**SOURCE:** Website  
**NAME:** David Glauser

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**COMMENT:**

I strongly support the gondola after carefully review of the documents. I don't have anything to add that wasn't discussed in the document but it seems like the far superior choice. **(32.2.9E)**

**COMMENT #:** 2993  
**DATE:** 7/15/21 11:09 AM  
**SOURCE:** Website  
**NAME:** Adam Black

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**COMMENT:**

My wife and I have visited big and little cottonwood canyons weekly over the past 10 years. They're one of the greatest natural resources in this state. We have seen the parking lots overflowing the past few years. We see the problem. But to facilitate MORE traffic and infrastructure in the canyon is NOT the answer. Please. Please. Limit instead of increase traffic in the canyon. **(32.2.4A and 32.7C)**

Set up reservation systems for hikes and ski resorts like we already have for campgrounds, Timpanogos cave and The Narrows. **(32.2.2K)**

I strongly oppose the gondola AND the bus solution in these canyons ( 32.2.9E and 32.2.9C). The protection of the canyons is the only moral solution - to milk them for profit is disgusting.

Thanks,  
Adam

**COMMENT #:** 2994  
**DATE:** 7/15/21 11:43 AM  
**SOURCE:** Website  
**NAME:** Becca Baggett

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**COMMENT:**

Please, before a huge investment in infrastructure that we're not even sure will be embraced by those still choosing to drive their cars, let's start small, pilot smaller measures we can test out today. **(32.2.4A and 32.2.29R)**. First, we need to flip the script on bus v. car costs. I am a bus rider because I worry about our air and road congestion, but even I won't take the ski bus into the canyon because, if I understand UTA's pricing right, a roundtrip ticket is \$10/person, or \$40 for my family of four. It just seems crazy to pay that when we could all jump in the car and be up the canyon easily for much less cost. **(32.2.4A)** If we want to convince non-bus riders, let alone bus riders, to ditch their cars when heading to the canyon, we need to make the canyon buses and base parking free. Charge the cars \$10-\$40 dollars, with peak pricing to encourage people to spread out their visits. Have one route that goes straight to the resorts and a separate route that will stop anywhere/trailheads, running regularly so travelers don't need to study the schedule. Work out the kinks from there and see how it goes. **(32.2.4A and 32.2.6.3A)**

If this works, we've shown further investment in public transit infrastructure may be worth it. We'll be armed with more information about where the bottlenecks are and what kind of infrastructure will really give us the greatest return on investment. Maybe some of the problems will be reduced and we won't need such a major overhaul.

**COMMENT #:** 2995  
**DATE:** 7/15/21 11:46 AM  
**SOURCE:** Website  
**NAME:** Felix RVC

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**COMMENT:**

I support implementing an agile fleet of busses taking hikers/bikers/skiers to reduce congestions at the canyons. Small busses can run more frequently and stop at many of the trails. Frequency is important to encourage ridership. **(32.2.9A and 32.2.6.3C)**



**COMMENT #:** 2996  
**DATE:** 7/15/21 11:52 AM  
**SOURCE:** Website  
**NAME:** Dave DiRocco

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**COMMENT:**

I heard some of the contents of the meeting from the other day. I am a snowbird employee so full disclosure there. In my mind there is no other viable solution to this problem. Busses are definitely not the answer. No one wants to take a buss. Busses are dirty. Emissions in the canyon will only improve marginally if at all. **(32.2.4A and 32.10A)** Increasing the size of the road is counterproductive to "saving the canyon" . Snowsheds are ugly and will deface the canyon. **(32.2.9J)** A gondola is what you expect to see when approaching a ski area. The bottom line is this in my opinion; The folks who are opposing the gondola by in large don't want to see increased visits to the ski areas. I say this because there are a core group of my colleagues at Snowbird who feel this way. They oppose crowds period. I don't particularly enjoy large crowds myself but the Valley is growing and the opportunities for the ski areas will as well. **(32.20C)** This gondola will create endless oportunities for the ski areas. The ski areas are huge and can handle increased crowds and can also be expanded to handle more people comfortably. Mary Ellen Gulch has already been approved and will increase the size of Snowbird by 20% with or without either option. The gondola can be a source of increased year round activity at the areas. Increased activity spells increased revenue and increased taxes for the state and local governments. The gondola would be a bona fide tourist attraction for all who visit the Salt Lake Area. **(32.6B)** Imagine how wonderful a night out would be Parking your vehicle at the base and taking a Gondola ride up the scenic canyon to one of many Fantastic restaurants or entertainment venues. The possibilities are endless. This absolutely should be the only option. More busses in the canyon will only deter people from visiting Little Cottonwood Canyon, which in my opinion is exactly what many people want. We should not allow that to happen. **(32.2.9D)**

**COMMENT #:** 2997  
**DATE:** 7/15/21 11:57 AM  
**SOURCE:** Website  
**NAME:** Brian Behle

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**COMMENT:**

I strongly support the bus option, not the gondola. (32.2.9A and 32.2.9E)  
Thank you, Brian Behle

**COMMENT #:** 2998  
**DATE:** 7/15/21 12:01 PM  
**SOURCE:** Website  
**NAME:** Taylor Acton

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**COMMENT:**

The gondola is clearly the solution that checks the most boxes. It removes cars from the roads in LCC. **(32.2.4A)** It cuts down on CO2 emissions in the canyon. **(32.10A)** It's immune to avalanches that close the canyon and pose a serious danger to those on the roads. It has year-round appeal. It's quick, efficient, and quiet. It generates revenue to pay for its operating costs. It also introduces a 2nd, alternative access option for LCC, which is badly needed in case the road is unavailable for any reason (accident, construction, avalanche, etc.). This is an excellent, forward-thinking, innovative solution that accomplishes all the objectives of the project in a world-class way. Our canyons are beautiful. We should applaud any solution that preserves those canyons and enables people to experience their beauty in a sustainable way. This gondola can become a destination in its own right...and it should! Let's not be selfish with our LCC. It's okay if more people visit - they're doing so in a cleaner, more sustainable way than driving a polluting car up the canyon. This idea should have universal support, but I suspect those opposed are simply against it because private businesses, not government supported agencies, would be operating it. That's a complete shame. It's a great idea!**(32.2.9D)**

**COMMENT #:** 2999  
**DATE:** 7/15/21 12:24 PM  
**SOURCE:** Website  
**NAME:** Kevin Stubbs

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**COMMENT:**

I am really excited for the Gondola idea. In Colorado all the ski resorts are up I-70, the traffic is horrendous. The gondola in Big Cottonwood would free up the roads and would prevent us from running into the problems that Denver has in getting people up to ski resorts. **(32.1.1A)** My friends who live there have had days of 7 hours in traffic in what should have been a 2 hour drive. Please pick the gondola!!! Look around at Colorado's "solution" that isn't working and learn from their mistakes!! Thank-you for reading this. **(32.2.9D)**

**COMMENT #:** 3000  
**DATE:** 7/15/21 12:26 PM  
**SOURCE:** Website  
**NAME:** Anna Roberts

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**COMMENT:**

I agree with maintaining a 35 mph limit on Wasatch Blvd and I support a staged lane expansion over time. **(32.2.6.2.2A and 32.2.9Q)** Please try to limit the expansion if you can, I recognize the need for improvement but I support the Save Not Pave organization. The large sound walls will completely change the look and feel of the community and the wild landscaping is far too rare nowadays. **(32.4F)** I hope that UDOT will consider expanding the current bus network and implementing tolls before moving forward with either preferred alternative. **(32.2.9A and 32.2.4A)** I believe a capacity study **MUST** be completed before moving forward with either alternative. **(32.20B)**

If one of the two is to be chosen, my main concerns are habitat conservation, water quality, and air quality. **(32.13A, 32.13B, 32.12A, 32.12B, and 32.10A)** Based on the data I have read online and heard at the public forum, the gondola option meets these goals. I don't support the large cut/fill areas that will be required if the road is expanded because of visual impact and habitat loss. **(32.17A and 32.17B)** I don't support increasing the percentage of impervious area in the canyon as this affects runoff and groundwater quality. **(32.12B)** I don't support disturbing old mining sites due to the concern of disrupting toxic chemicals in the soil. **(32.16A)**

I do support a carbon-neutral system that limits the number of vehicles on the road. **(32.10A and 32.2.4A)** I like the look of the gondola and I believe the experience of riding in gondola cars will be more enticing for commuters that are unwilling to change modes of transportation on their way up the canyon. I appreciate the reliability of commuting time, even during poor weather. I believe the gondola is safer, especially in the winter. **(32.2.9D)**

I would suggest one additional gondola stop near Tanner Flats, as the main opposition I have heard against the gondola is that it cannot be expanded to include other stops along the canyon. **(32.2.6.5G)**

I support requiring the resorts to handle a significant proportion of construction costs to reduce the burden on taxpayers, as they will be the primary beneficiaries of the gondola system. **(32.2.7A)**

The less expensive the gondola is, the more likely people will be willing to ride it instead of taking their car. If UDOT has any control over this, please limit the fare to \$10 or less if possible, or make sure that the tolls implemented on the road are comparable to the gondola fare. **(32.2.4A)**

I have done my best to research the issue before submitting my comment, but I realize that my opinion may be imperfect and contain errors. I will support whatever decision UDOT makes as long as it is the best option for the environment. Thank you for all your hard work!

**COMMENT #:** 3001  
**DATE:** 7/15/21 12:27 PM  
**SOURCE:** Website  
**NAME:** Dana Benson

---

**COMMENT:**

As a Salt Lake valley resident and long time Alta skier, I do not support the gondola in Little Cottonwood Canyon. **(32.2.9E)** I do not think this would solve the traffic problem. **(32.7B and 32.7C)** The gondola will effectively alter the esthetic and natural quality that is LCC. **(32.17A)** In conclusion, I am against the gondola project in Little Cottonwood Canyon.  
Thank you,  
Dana Benson.

**COMMENT #:** 3002  
**DATE:** 7/15/21 12:47 PM  
**SOURCE:** Website  
**NAME:** Deven Serr

---

**COMMENT:**

Neither option is ideal, I do like the tolling, I'm not sure why that wasn't in place already. If the bus option is chosen enough room for a center barrier would help with traffic flow, separating the uphill and down hill travel providing possible lane shift sections to mitigate the slide offs and one direction flow issues which is the major problem we are trying to resolve, traffic jams due to slide offs. **(32.2.2HH)**

**COMMENT #:** 3003  
**DATE:** 7/15/21 12:48 PM  
**SOURCE:** Website  
**NAME:** Catherine Good

---

**COMMENT:**

As a resident of Cottonwood Heights, I do not support the construction of a gondola up Little Cottonwood Canyon due to the extreme environmental degradation that would ensue as a result of its construction and operation. **(32.2.9D)** Other solutions are more suited, namely increased bus transportation (which was idiotically reduced in the past few years), increasing ticket prices, and making the road a toll road. **(32.2.9A and 32.2.4A)** Having grown up in and around Little Cottonwood Canyon, it would be a shame to see this project go forward. We do not need a massive gondola ruining the view both up and down the canyon even though you say it would provide a "new view." **(32.17A)** There is no need for a new view when the current unobstructed view is why many choose to leave near the canyon. Finally, your slogan, "Save Little Cottonwood Canyon" is misleading to the public. The canyon is not in need of saving...it's in need of more reasonable solutions that take the local environment into consideration and not fitting as many people up the canyon as possible. **(32.1.2B and 32.2.6E)**



**COMMENT #:** 3004  
**DATE:** 7/15/21 1:16 PM  
**SOURCE:** Website  
**NAME:** Lori Gibbs

---

**COMMENT:**

I like the gondola from Lacaille option. **(32.2.9D)** I also like the idea of toll especially for rental and out of state cars. Local resident cars should have a sticker and should not be charged. **(32.2.4A)** UDOT should be more aggressive with the front wheel drive vehicles and no snow tires this coming up season. **(32.2.2M)** Bus transportation should be more readily available at mouth of canyon. **(32.2.9A)**

**COMMENT #:** 3005  
**DATE:** 7/15/21 1:59 PM  
**SOURCE:** Website  
**NAME:** Vicki Baldwin

---

**COMMENT:**

I fully support the Gondola solution. Especially as compared to the expanded bus option. **(32.2.9D)**

**COMMENT #:** 3006  
**DATE:** 7/15/21 2:08 PM  
**SOURCE:** Website  
**NAME:** Stephen Ricks

---

**COMMENT:**

On any given day which option gets the most people from the bottom of the canyon to Alta in the least time? **(32.2.9B)**

**COMMENT #:** 3007  
**DATE:** 7/15/21 2:09 PM  
**SOURCE:** Website  
**NAME:** Len Compton

---

**COMMENT:**

I support the gondola **(32.2.9D)**

**COMMENT #:** 3008  
**DATE:** 7/15/21 2:22 PM  
**SOURCE:** Website  
**NAME:** Mark Hastings

---

**COMMENT:**

I support the gondola option. I ski in LCC every year for 2 weeks. I stay at the iron Blossam lodge.  
**(32.2.9D)**

**COMMENT #:** 3009  
**DATE:** 7/15/21 2:29 PM  
**SOURCE:** Website  
**NAME:** Rick Branchini

---

**COMMENT:**

I have owned a time share at Iron Blossam for many years and frequent the ski resorts in the canyon yearly. Adding the access to the resorts by Gondola will not only enhance the experience of the visitors it will also be a huge relief to the canyon highway, safer and more efficient, with the bonus of beautiful views while riding both directions while protecting the environment at the same time. This is a win, win solution. **(32.2.9D)**

**COMMENT #:** 3010  
**DATE:** 7/15/21 2:29 PM  
**SOURCE:** Website  
**NAME:** Norman Levy

---

**COMMENT:**

the gondola is a very good choice **(32.2.9D)**

**COMMENT #:** 3011  
**DATE:** 7/15/21 2:34 PM  
**SOURCE:** Website  
**NAME:** Karina Penrod

---

**COMMENT:**

I believe the gondola plan is the best option for Little Cottonwood Canyon. **(32.2.9D)**



**COMMENT #:** 3012  
**DATE:** 7/15/21 2:37 PM  
**SOURCE:** Website  
**NAME:** Judith Handa

---

**COMMENT:**

Yes, I support the gondola ? **(32.2.9D)**

**COMMENT #:** 3013  
**DATE:** 7/15/21 2:43 PM  
**SOURCE:** Website  
**NAME:** Margy Dargis

---

**COMMENT:**

Start with adding buses (many!!) and a bus lane. Cheapest and least environmentally harmful way to go. **(32.2.9D)**

**COMMENT #:** 3014  
**DATE:** 7/15/21 3:01 PM  
**SOURCE:** Website  
**NAME:** Chris Forsdick

---

**COMMENT:**

There is no simple solution to the traffic and cogestion in LCC. I have been a stuck in the 'red snake' after a great day of skiing. The UTA parking and connections have been difficult for people who ski or enjoy the canyon for off peak resort hours. I feel that if the UTA were more inclusive and affordable; more people who utilize UTA to utilize a variety of locations in LCC. The ski industry has money, they have the financial backing and lobbists to push for the gondola that fits best for the skiiers. I feel there needs to be more attention to the dwindling snow pack before we build a gondola attrocity. **(32.2.2E)** Utah wants to dam the Bear River which is a major source of water for the Great Salt Lake, which is also drying up. The ski industry 'banks' on lake effect snow, which may be a thing of the past if agriculture gets to dam the Bear River. I think Utah residents are spoiled, don't care to change their habits. "It was that way as a kid for me" Times change, the snow pack is changing and how we utilize the Wasatch Mountain Range needs to change. Put tax dollars to work making UTA more user friendly and possibly manditory. **(32.2.9A , 32.2.2B , and 32.2.4A)**

**COMMENT #:** 3015  
**DATE:** 7/15/21 3:05 PM  
**SOURCE:** Website  
**NAME:** Jean Richmond

---

**COMMENT:**

I own a unit at Iron Blossam and would be happy to take a gondola up the canyon. **(32.2.9D)**

**COMMENT #:** 3016  
**DATE:** 7/15/21 3:08 PM  
**SOURCE:** Website  
**NAME:** Brad Giebel

---

**COMMENT:**

Prefer widening road with improved bus service. **(32.2.9B)**

**COMMENT #:** 3017  
**DATE:** 7/15/21 3:24 PM  
**SOURCE:** Website  
**NAME:** David Landecker

---

**COMMENT:**

Transportation from airport to the Gondola station is necessary. (32.2.21)

**COMMENT #:** 3018  
**DATE:** 7/15/21 3:32 PM  
**SOURCE:** Website  
**NAME:** R J Clark

---

**COMMENT:**

We disagree with UDOT's premise.

What we should be discussing is how to better protect our precious watershed. **(32.12A and 32.12B)** In case nobody's noticed, we have a water problem in Utah. With our growth rate, it is not getting better.

Why are we even discussing further encroachments on our protected watersheds? **(32.1.2B)**

If we have to give the tourism industry taxpayer dollars, I think we can find other means that don't threaten our long term water security. We vote "No" on both proposals. **(32.2.2G)**

**COMMENT #:** 3019  
**DATE:** 7/15/21 3:33 PM  
**SOURCE:** Website  
**NAME:** Jason Kirchner

---

**COMMENT:**

No gondola. Absolutely not. **(32.2.9E)** Add avalanche sheds like they have between Durango and Silverton in Colorado. **(32.2.9K)** Additionally, post law enforcement at every merge point and stop light to facilitate smooth traffic flow, alternating 100-200 cars at a time to go from each side. Stop allowing people to sneak into traffic line via top of the world, etc. See Michigan football games arrival and departures for this aspect of facilitation. Turn off stoplights and have law enforcement send traffic through as needed. **(32.2.2II)** Plow the canyon more frequently, too often it's reactionary, not proactive. Don't expand Wasatch Blvd. **(32.2.6.2.2A)**



**COMMENT #:** 3020  
**DATE:** 7/15/21 3:47 PM  
**SOURCE:** Website  
**NAME:** Inga Vickers

---

**COMMENT:**

It seems to me the gondola solution would be the best way to preserve and protect Little Cottonwood Canyon. **(32.2.9D)**

**COMMENT #:** 3021  
**DATE:** 7/15/21 3:53 PM  
**SOURCE:** Website  
**NAME:** Zachery Cote

---

**COMMENT:**

I would like to see an expanded bus option with increased parking infrastructure. I use the bus a majority of the time but parking at the bottom of the canyons is extremely limited which I believe contributes heavily to people not using buses currently. **(32.2.9A)**

**COMMENT #:** 3022  
**DATE:** 7/15/21 3:58 PM  
**SOURCE:** Website  
**NAME:** Garrison E. Bielen

---

**COMMENT:**

My wife and I have been condo owners at Snowbird for over 35-years. We strongly support the gondola option. **(32.2.9D)**

**COMMENT #:** 3023  
**DATE:** 7/15/21 4:07 PM  
**SOURCE:** Website  
**NAME:** Fabian Lopez

---

**COMMENT:**

I'm highly in favor of the gondola option as it's the only long term option with the most reliable outcome for travel. **(32.2.9D)**

**COMMENT #:** 3024  
**DATE:** 7/15/21 4:23 PM  
**SOURCE:** Website  
**NAME:** Wendell Cox

---

**COMMENT:**

The gondola would best protect the canyon!!! (32.2.9D)

**COMMENT #:** 3025  
**DATE:** 7/15/21 4:26 PM  
**SOURCE:** Website  
**NAME:** John Bramble

---

**COMMENT:**

I support the gondola concept as described by the Gondola Works group. **(32.2.9D)**

**COMMENT #:** 3026  
**DATE:** 7/15/21 4:33 PM  
**SOURCE:** Website  
**NAME:** Gary Pratt

---

**COMMENT:**

Widening the road for more busses will not help if you still allow vehicles without snow tires in the canyon. **(32.2.9C)** The sticker program made sense but without true enforcement of the traction law you will still have the issues of people driving vehicles that should not be in the canyon when the road is bad. Step up enforcement, just because you have AWD 4WD doesn't mean you should be driving in the canyon without true snow tires **(32.2.2M)**. I like the gondola better as it eliminates the avalanche issues but how will bad weather/wind be dealt with. **(32.2.9D)** Also, I agree the resorts should be partners in paying for a gondola and not all on the backs of taxpayers **(32.2.7A)**. I like the cog rail but the cost and environmental impacts during construction would be to high.  
thanks for your time

**COMMENT #:** 3027  
**DATE:** 7/15/21 4:34 PM  
**SOURCE:** Website  
**NAME:** Craig Adam

---

**COMMENT:**

While I feel the gondola is a "cleaner" less complicated answer to the problem of canyon congestion I have concerns. Will the gondola be accessible by low income users or large families? **(32.2.4A and 32.5B)** Where will users be allowed to park, will this add additional time required to get from your car to the slopes? **(32.2.6.1.2C)** Would the gondola trip be any faster door-to-door than driving? **(32.2.6.5O)** Lastly, Gondola Works calls this a "carbon neutral" answer as if the manufacture and installation of a gondola system doesn't have a carbon footprint. Also, the electric power/diesel emergency power comes from someplace that does use fossil fuel to produce power. Nothing is carbon neutral as we can not create power from nothing. **(32.10A)**

Thanks



**COMMENT #:** 3028  
**DATE:** 7/15/21 4:38 PM  
**SOURCE:** Website  
**NAME:** Wesley Harrison

---

**COMMENT:**

While the gondola is clearly a more sexy option than enhanced bus service, I think the bus provides a lot more value and flexibility to all canyon users. Tolling and carpool rules can be used to limit cars and/or single passenger cars during busy periods. **(32.2.4A)** The bus also stops at backcountry trailheads, which benefits a large and growing backcountry user community, rather than just ski area customers. **(32.2.6.3C)** The fact that the gondola only stops at both ski resorts is a big limiting factor. The area around the Gondola base is also likely to become inundated with traffic throughout the winter, especially on powder days. **(32.2.6.5E)** If folks don't take public transit to the gondola base, we aren't taking any drivers off the road in the area around the Cottonwoods. **(32.2.4A and 32.7C)**

**COMMENT #:** 3029  
**DATE:** 7/15/21 4:39 PM  
**SOURCE:** Website  
**NAME:** Paula Monaco

---

**COMMENT:**

Definitely think both options are great, but prefer gondola. (32.2.9D)

**COMMENT #:** 3030  
**DATE:** 7/15/21 4:49 PM  
**SOURCE:** Website  
**NAME:** Bruce Ward

---

**COMMENT:**

With the wasatch fronts air quality being so poor in the winter and the invention add that many buss should not be considered are air quality has to be a major destination make in this. Air quality must be a major factor **(32.10A and 32.2.6.3F)**

**COMMENT #:** 3031  
**DATE:** 7/15/21 5:02 PM  
**SOURCE:** Website  
**NAME:** Rex Infanger

---

**COMMENT:**

I think the bus route would be a more accessible less expensive option for the public **(32.2.9A)**

**COMMENT #:** 3032  
**DATE:** 7/15/21 5:22 PM  
**SOURCE:** Website  
**NAME:** Mary Murphy

---

**COMMENT:**

I support the gondola. As a visitor since 1981 i have seen the valley growth, pollution and gridlock. Please let this option proceed. **(32.2.9D)**

**COMMENT #:** 3033  
**DATE:** 7/15/21 5:33 PM  
**SOURCE:** Website  
**NAME:** Robert Andre

---

**COMMENT:**

I support the Gondola. We need more public, mass transportation. (32.2.9D)

**COMMENT #:** 3034  
**DATE:** 7/15/21 6:04 PM  
**SOURCE:** Website  
**NAME:** Josh Allred

---

**COMMENT:**

From Save Our Canyons:

"UDOT's own traffic data shows the peak that is causing the problems is happening in a 3 hour window. The gondola will only transport about 900 people every hour with about 21,000 people trying to get up the canyon. So about 3,000 people will get up by gondola in this window, and 18,000 will still need to use cars on the road. They claim a reduction of about 350 vehicles per hour, and cite that canyon road closures (which again, 18,000 people will need to rely on) in the gondola scenario will double at best, from today's 10.4 days (56.3 hours) to 21+ days (108+ hours). " **(32.2.4B)**  
Gondola is not going to solve the main issue **(32.7B and 32.7B)** . And 529 million dollars of public dollars are being used to support one type of user in the canyon and two ski resorts (private interests). **(32.2.7A)** The Gondola doesn't even solve the main problem it is trying to solve. **(32.7B and 32.7C)**  
If you do go forward with the Gondola, Snowbird has said it will turn over Mt Superior area. That has my interest. Alta also needs to let go of Grizzly Gulch. **(32.29F)**

**COMMENT #:** 3035  
**DATE:** 7/15/21 6:17 PM  
**SOURCE:** Website  
**NAME:** John Jones

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**COMMENT:**

Good stuff (32.29D)



**COMMENT #:** 3036  
**DATE:** 7/15/21 6:25 PM  
**SOURCE:** Website  
**NAME:** Michael Vahle

---

**COMMENT:**

The Enhanced Bus (with no add'l roadway capacity) is the best alternative. **(32.2.9A)** I've ridden the Ski Bus for three seasons, usually with seven skiers going up to Alta from the 2000E Park & Ride, and seven to eleven skiers coming down. A Skier education, publicity campaign on TV, Radio, and on the resort web sites would increase ridership.

The Gondola raises alarming Life Threatning Safety concerns. A) When a Ski Lift stops it usually resumes in a minute or two. If the lift stops altogether, the Ski Patrol knows how to rescue Skiers and bring them down to earth. With Miles & Miles of Gondola Towers and no Ski Patrol rescuers in LCC, who will save the Luckless stranded Gondola Riders? **(32.2.6.5K)** B) This Summer, in Italy, near the town of Stresa, 50 miles North of Milan, at Mount Mottarone, a wire snapped resulting in the Tram depending at 60 MPH into a Pylon throwing 15 riders to their death on the rocks below. Miles and Miles of Wire Rope will be necessary for the Gondola. Reels & Reels of Wire Rope will have to be braided together to achieve the length necessary to reach Alta and return. How will these braids hold up with different temperatures at the bottom & top of LCC? Will iced-up braided wires hold together while jostling through the Rollers on the Towers? **(32.2.6.5K)**

**COMMENT #:** 3037  
**DATE:** 7/15/21 6:55 PM  
**SOURCE:** Website  
**NAME:** Tom Hatcher

---

**COMMENT:**

We support installing a gondola up the Little Cottonwood Canyon. It is the correct solution now!  
(32.2.9D)

**COMMENT #:** 3038  
**DATE:** 7/15/21 6:58 PM  
**SOURCE:** Website  
**NAME:** Barbara Spikes

---

**COMMENT:**

Sounds like a decent plan. (32.29D)

**COMMENT #:** 3039  
**DATE:** 7/15/21 7:03 PM  
**SOURCE:** Website  
**NAME:** Sheila Pryor

---

**COMMENT:**

enhanced bus service w/no road widening is the answer. **(32.2.9A)** If people want to recreate, take the bus - have a shuttle system in popular areas funded by the areas (business') the shuttle would serve - too proud to ride the bus? my, my - nix on the gondola idea - just a money making scam - i just loved the comment from the gondola people "you won't let us have our gondola? fine, we will just build more houses. Where is the master plan that includes this excessive house building - donate the land to Nature Conservancy and conserve instead of polluting - remember the infrastructure that goes with house building? **(32.29D)**

**COMMENT #:** 3040  
**DATE:** 7/15/21 7:11 PM  
**SOURCE:** Website  
**NAME:** Brett Karaus

---

**COMMENT:**

Much prefer the expanded road with enhanced bus service. **(32.2.9B)**

**COMMENT #:** 3041  
**DATE:** 7/15/21 7:18 PM  
**SOURCE:** Website  
**NAME:** David Tasch

---

**COMMENT:**

Please use the gondola- its so crowded now and would get so much more. keep pollution down as well  
**(32.2.9D)**

**COMMENT #:** 3042  
**DATE:** 7/15/21 7:46 PM  
**SOURCE:** Website  
**NAME:** Daniel Zal zal

---

**COMMENT:**

I support the gondola **(32.2.9D)**

**COMMENT #:** 3043  
**DATE:** 7/15/21 7:48 PM  
**SOURCE:** Website  
**NAME:** Msrk Thorsin

---

**COMMENT:**

I prefer the gondola option. In the long term it will be the least impactful on the environment and resources-(**32.2.9D**)



**COMMENT #:** 3044  
**DATE:** 7/15/21 8:02 PM  
**SOURCE:** Website  
**NAME:** Baylee Moyer

---

**COMMENT:**

I support the Gondola proposal in Little Cottonwood Canyon. With the amount of visitors this canyon receives, this is the better alternative to ensuring our canyon stays as natural as possible and reducing carbon emissions. **(32.2.9D and 32.10A)**

**COMMENT #:** 3045  
**DATE:** 7/15/21 8:13 PM  
**SOURCE:** Website  
**NAME:** Jason Lewis

---

**COMMENT:**

I am in support of the gondola as it will reduce the emissions and congestion in the canyon in the future. **(32.2.9D and 32.10A)** I currently don't go up the canyon any where near as much as I used to due to the traffic and horrible driving in the canyon. If the gondola is there, I would definitely use it and spend more time up in the canyon.

**COMMENT #:** 3046  
**DATE:** 7/15/21 8:15 PM  
**SOURCE:** Website  
**NAME:** Cooper Chao

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**COMMENT:**

Being from Marin County, CA...but if you cannot guarantee, in writing, all future transport to Iron Blossam, including skis, etc.& alcohol and sundries en route from airport. Count me out, forever.  
**(32.2.4A)**

**COMMENT #:** 3047  
**DATE:** 7/15/21 8:42 PM  
**SOURCE:** Website  
**NAME:** Jacob Miller

---

**COMMENT:**

I have been a resident of Salt Lake City for 2 years, and moved to Utah primarily for the incredible recreational opportunities in Little Cottonwood Canyons. The most valuable feature of this canyon is it's pristine nature, and minimal intrusion from development. The introduction of a gondola system would be a detriment to the natural beauty of the canyon, and would only serve to benefit the two ski resorts in the canyon, which already make a fortune. **(32.17A and 32.2.7A)** Expanding the road would destroy much of the good bouldering and climbing in the canyon, which is a major recreational draw. **(32.4A and 32.4B)** The best and cheapest option is to expand bus service in the salt lake area, but without an unnecessary and destructive expansion of the road. **(32.2.9A)** This option would alleviate traffic at the base of the canyon, and streamline the ski transit for the salt lake population. Protecting the fragile and unique landscape of Little Cottonwood Canyon should be paramount in this decision. A large-scale bus service WITHOUT the addition of another lane will allow for efficient transport to the ski areas, with the benefit of low cost to taxpayers and preservation of this unique canyon.

**COMMENT #:** 3048  
**DATE:** 7/15/21 9:02 PM  
**SOURCE:** Website  
**NAME:** Jonathan Bradshaw

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**COMMENT:**

I strongly prefer the lower cost and more accessible Enhanced Bus Service in Peak-Period Shoulder Lane option to the Gondola option. It provides better continuous, uninterrupted access to the entire canyon for all seasons of use. **(32.2.9B and 32.2.6.3C)**

Thank you all for your hard work, civic collaboration and civil process to brainstorm solutions, study alternatives and request public comment! :-)

**COMMENT #:** 3049  
**DATE:** 7/15/21 9:14 PM  
**SOURCE:** Website  
**NAME:** Joseph Hastings

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**COMMENT:**

I don't want a gondola in LCC. **(32.2.9E)** Either doing nothing (it's only a handful of days per year!) or expanded bus service seem like much better options. **(32.2.9G and 32.2.9A)**

**COMMENT #:** 3050  
**DATE:** 7/15/21 9:18 PM  
**SOURCE:** Website  
**NAME:** Dell Bowers

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**COMMENT:**

how will I get to my timeshare in iron blosam ? **(32.2.4A)**

**COMMENT #:** 3051  
**DATE:** 7/15/21 9:19 PM  
**SOURCE:** Website  
**NAME:** Ed DiBella

---

**COMMENT:**

Sorry if I've missed something - I really don't understand why no real efforts of easy/cheap solutions like a toll or fee such as is in many canyons has not been tried first, before narrowing to two very expensive options. **(32.2.2Y)** I would rather not see the road widened a great deal or a gondola added. **(32.2.9C and 32.2.9E)**

Thank you.



**COMMENT #:** 3052  
**DATE:** 7/15/21 9:20 PM  
**SOURCE:** Website  
**NAME:** Chantal Papillon

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**COMMENT:**

Things we can do immediately before the expensive price tag of these two options include, TRULY enhanced, non-stop!direct busses programed with high frequency during peak periods that depart from hub locations around the valley, buffered bike lanes, more numerous and buffered crosswalks, traffic calming features installed. **(32.2.2I and 32.2.6.3J)** We need transportation options that are efficient and safe for pedestrians, cyclists, motorists and transit users.

**COMMENT #:** 3053  
**DATE:** 7/15/21 10:02 PM  
**SOURCE:** Website  
**NAME:** Chaz Roberts

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**COMMENT:**

Both of the final two options are great I think. They both have similar financing, decrease traffic, and are better for the environment in the long run. I am a little torn choosing between these two options, but I think one of them may be a little bit better. The gondola is a more unique choice that I think the public would enjoy more as a whole. From what I know, it is probably safer in the winter time and can make going up the canyon an even more amazing experience with the different views that it brings. However, I think that the bus with the expanded road may be the better option overall. What people would appreciate most is their safety going up the canyon as well as less stress due to traffic. Implementing the bus would benefit the people in both of those areas. The expanded road would help out the bikers and drivers alike when traffic isn't heavy. Busses would be quicker for the public and looks like it will be a little bit cheaper in the long run as well. I hope this input helps in the decision making and thanks for helping out the community!(32.2.9B)

**COMMENT #:** 3054  
**DATE:** 7/15/21 10:03 PM  
**SOURCE:** Website  
**NAME:** Relinda Beesemyer

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**COMMENT:**

How easy will it be to get your baggage and groceries up the mountain **(32.29D)**

**COMMENT #:** 3055  
**DATE:** 7/15/21 10:21 PM  
**SOURCE:** Website  
**NAME:** Michael Marron

---

**COMMENT:**

The Gondola is the ONLY choice. Busses are old school thinking! **(32.2.9D)**

**COMMENT #:** 3056  
**DATE:** 7/16/21 12:28 AM  
**SOURCE:** Website  
**NAME:** Lee Anne Walker

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**COMMENT:**

UDOT framed the issues wrong. We are commenting on the wrong debate. The time frames are wrong. We are supposed to be preparing for 2050 with pre-pandemic assumptions. I knew al along that anything we do now will be old, tired, and out of style in 30 years. Now we see that even a year can make a huge, long term debt and destruction of the natural world a terrible mistake. **(32.29D and 32.2.4A)**

**COMMENT #:** 3057  
**DATE:** 7/16/21 1:22 AM  
**SOURCE:** Website  
**NAME:** Jeanie Aylor

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**COMMENT:**

The gondola is the best answer for little cottonwood canyon access for now and in the future. I have been stopped during road closure for an avalanche. I know others who couldn't go home because of snow. The gondola is the only way to solve this problem for now and the future. Let's take the best option for Utah. **(32.2.9D)**

**COMMENT #:** 3058  
**DATE:** 7/16/21 6:29 AM  
**SOURCE:** Website  
**NAME:** Tim Hyatt

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**COMMENT:**

Absolutely No gondola!! (32.2.9E)

**COMMENT #:** 3059  
**DATE:** 7/16/21 6:30 AM  
**SOURCE:** Website  
**NAME:** Wendy Hyatt

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**COMMENT:**

NO to the gondola (32.2.9E)



**COMMENT #:** 3060  
**DATE:** 7/16/21 6:30 AM  
**SOURCE:** Website  
**NAME:** Riley Hyatt

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**COMMENT:**

No gondola (32.2.9E)

**COMMENT #:** 3061  
**DATE:** 7/16/21 6:31 AM  
**SOURCE:** Website  
**NAME:** Alex Hyatt

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**COMMENT:**

NO gondola! Encourage better use of current roads and enforce carpooling (32.2.9E and 32.2.4A)

**COMMENT #:** 3062  
**DATE:** 7/16/21 6:32 AM  
**SOURCE:** Website  
**NAME:** Ethan Ellsworth

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**COMMENT:**

My preferred option would be the gondola system. I love the fact that it is environmentally friendly and would help reduce traffic in the canyon. Being a local resident in living not far from the canyon those things would be great! I am all for the gondola! **(32.2.9D)**

**COMMENT #:** 3063  
**DATE:** 7/16/21 8:01 AM  
**SOURCE:** Website  
**NAME:** Mark Shah

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**COMMENT:**

I am in the [REDACTED] area. I use the ski resorts, as well as trailheads along SR 210.

I don't support the Gondola or an expanded road. **(32.2.9E and 32.2.9C)** I do support expanded bus service, with tolling, to increase use of public transit without road expansion or an inflexible gondola. **(32.2.9A)**

I also am against Wasatch Blvd expansion into a high speed thoroughfare. **(32.2.6.2.2A and 32.2.9L)**  
Let's give fully optimized bus service a try before spending so much and tearing so much up.

**COMMENT #:** 3064  
**DATE:** 7/16/21 8:21 AM  
**SOURCE:** Website  
**NAME:** Ryan Malavolta

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**COMMENT:**

BUS BUS BUS. No gondola. **(32.2.9E)** The only equitable solution is the expanded bus service OR an entirely new approach which is a two-way high-speed rail line. **(32.2.9A and 32.2.9F)**

**COMMENT #:** 3065  
**DATE:** 7/16/21 8:24 AM  
**SOURCE:** Website  
**NAME:** Andrew Clevenger

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**COMMENT:**

The gondola is definitely the sexier option, and would put Utah even more on the map with its extreme lifts. It is also more comfortable because capacity has to be maintained at 32 people per car, rather than the buses where people get packed in like sardines. For this Tooele, UT resident who skis 30 days per year, about half in LCC, the gondola seems to be the best bet. Bonus if the resorts help to build it, fund it, and provide free transit to their employees and season pass holders at no extra cost to Utah taxpayers. **(32.2.9D, 32.2.4A, and 32.2.7A)**

**COMMENT #:** 3066  
**DATE:** 7/16/21 8:36 AM  
**SOURCE:** Website  
**NAME:** Daniel Berger

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**COMMENT:**

I think it is absolutely tragic that UDOT is considering destroying 30 million year old works of art for the sake of cramming more people into the resorts. I love to ski, but I also love to climb, and it makes me sick to think of all the beautiful boulders that will be obliterated as part of this project. **(32.4A and 32.4B)** How much snow will we even have in 50 years? **(32.2.2E)** Why would we decimate these priceless artifacts from Mother Nature to get a few years of increased revenue at the ski resorts? **(32.1.2B)**

**COMMENT #:** 3067  
**DATE:** 7/16/21 9:09 AM  
**SOURCE:** Website  
**NAME:** Paul Jensen

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**COMMENT:**

I agree with the gondola concept. That would be especially useful during the ski season. It would also be an attraction during the summer season as well for tourists who might be a little skeptical about driving up the canyon. **(32.2.9D)**



**COMMENT #:** 3068  
**DATE:** 7/16/21 9:12 AM  
**SOURCE:** Website  
**NAME:** Sandy Neilson

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**COMMENT:**

Thanks to UDot for the good overview. Years ago I witnessed (from the other side of canyon thankfully) a huge & devastating avalanche that covered a bus & closed the canyon for days.

While the plan to tunnel & widen may temporarily solve some of this danger I don't believe it offers the solution to the environmental impact that has been disheartening to witness over the years. For this reason, I fully support the Gondola plan. I believe concern for future environmental impact outweighs cost issues. It would also appear that disruption during construction should also cause less of an impact. **(32.2.9D)**

Thank you for the opportunity to contribute.

**COMMENT #:** 3069  
**DATE:** 7/16/21 10:17 AM  
**SOURCE:** Website  
**NAME:** Jonathan Butler

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**COMMENT:**

Gondola (32.2.9D)

**COMMENT #:** 3070  
**DATE:** 7/16/21 10:52 AM  
**SOURCE:** Email  
**NAME:** Tim Dolan

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**COMMENT:**

I prefer the gondola option. **(32.2.9D)** I'm a long time user of the Cottonwood canyons and I do not like the idea of more automobile (bus) traffic during peak times. Air quality along the Wasatch front is a constant concern in the winter and more busses will exacerbate that problem. **(32.10A)** A gondola will become a quiet, relatively clean, and beautiful addition to this great natural resource we all share. Like the light rail and commuter rail, a canyon gondola will continue to enhance life for a wide variety of constituents here, summer and winter. Though the initial costs may be high, it will become a lasting legacy of mass transit and point to other solutions that can help reduce our dependency on automobiles.

**COMMENT #:** 3071  
**DATE:** 7/16/21 12:04 PM  
**SOURCE:** Website  
**NAME:** Benjamin Carney

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**COMMENT:**

The gondola is such a terrible idea, it's only useful for a few months out of the year, but there are a LOT of other activities in the canyons. **(32.2.9E and 32.4G)** It's horrendously ugly, it ruins the landscape of the most beautiful canyon in the Wasatch, and it doesn't even really help the congestion that much. **(32.17A, 32.7B, and 32.7C)** Nobody is going to ride that thing, it'll be a symbol of government waste that mars the landscape for generations. We need a year-round solution, not a government handout to ski resorts making huge profits. **(32.2.4A and 32.2.7A)**

**COMMENT #:** 3072  
**DATE:** 7/16/21 12:06 PM  
**SOURCE:** Website  
**NAME:** Margit Dittmer

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**COMMENT:**

I strongly support the gondola solution. Traffic up to Snowbird is generally terrible and at times disastrous. I am originally from Europe where it is easy to get around on public transportation between ski areas, and where many ski areas are connected via gondola/chair networks. Introducing a gondola to eliminate a lot of the car traffic is the more environmentally friendly solution for access to Snowbird/Alta. **(32.2.9D)**

**COMMENT #:** 3073  
**DATE:** 7/16/21 12:16 PM  
**SOURCE:** Website  
**NAME:** Linda Shon

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**COMMENT:**

I think the gondola is the very best option to accommodate increased canyon enjoyment while being ecologically sensitive.  
Being a long time property owner I hope it will be built soon! **(32.2.9D)**

**COMMENT #:** 3074  
**DATE:** 7/16/21 12:16 PM  
**SOURCE:** Website  
**NAME:** Roger Titka

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**COMMENT:**

I am an Iron Blossam timeshare owner in week 12 and love the area. The gondola is an excellent idea. I also think that snow sheds should be built to continue to protect the highway and all. **(32.2.9D)**

**COMMENT #:** 3075  
**DATE:** 7/16/21 12:18 PM  
**SOURCE:** Website  
**NAME:** John Gelb

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**COMMENT:**

I live in Massachusetts, and this past March was my 40th consecutive year skiing Snowbird/Alta in Little Cottonwood. I support a greener future for LCC, and I believe the GONDOLA PROJECT better satisfies more of the objectives than does the BUS solution. Thanks for hearing thoughts from out-of-staters who also love LCC. **(32.2.9D)**



**COMMENT #:** 3076  
**DATE:** 7/16/21 12:24 PM  
**SOURCE:** Website  
**NAME:** Roger Titka

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**COMMENT:**

I am an Iron Blossam timeshare owner in week 12 and very much favor a gondola system up highway 210. I still think that snow sheds in key areas would be good for sustainability and safety reasons especially considering the service industry coming up the canyon etc. **(32.2.9D)**

**COMMENT #:** 3077  
**DATE:** 7/16/21 1:08 PM  
**SOURCE:** Website  
**NAME:** Chris Hoefelmeier

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**COMMENT:**

After further review of the two proposals, it is clear that the Tram option is the better choice!!! Widening the road is much more invasive and more devastating to the canyon and wildlife than the tram will be. **(32.13A and 32.13B)**. We are all here because we love ♡ Little Cottonwood Canyon, so let us not put a four lane highway up the Canyon! The tram will be the less invasive choice! **(32.2.9D)**

**COMMENT #:** 3078  
**DATE:** 7/16/21 1:10 PM  
**SOURCE:** Website  
**NAME:** Kyle Rudy

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**COMMENT:**

from the information given to date this is a good idea, what really matters though is a ticket cost analysis, because it is all good and well but if it stays cheaper to drive, or bus up then it may not have the desired effect, at the same time it might be a beneficial endeavor to see what kinds of advertising or other cost offsetting measures could be added to the public information on this. **(32.2.4A)** Also not just a one life cycle plan but a plan for future expansions can additional carts be added without adding lines, what kind of parking can be added at the base. ultimately I like the idea but the devil is in the details which I feel not enough are given. **(32.2.6.5N and 32.2.6.2.1C)**

**COMMENT #:** 3079  
**DATE:** 7/16/21 2:06 PM  
**SOURCE:** Website  
**NAME:** Adair Andre

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**COMMENT:**

Please support the gondola up little cotton wood! It is a more efficient and more sustainable way for people to reach the mountains. **(32.2.9D)**

**COMMENT #:** 3080  
**DATE:** 7/16/21 2:47 PM  
**SOURCE:** Website  
**NAME:** Matthew Walthius

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**COMMENT:**

I do not like widening the road to add a bus lane after hearing public comments about when Provo canyon was widened as it turned into a nightmare and also just puts more cars in the slide path. **(32.2.9B)** I do like the gondola idea but it is really not intended for locals and those accessing the back county. It's intended for out of town skiers who want lift service. **(32.2.4A and 32.4G)** Alta / Snowbird will get 99.99% of the benefit. Alta / Snowbird should be paying 99.99% of the \$600 million bill. **(32.2.7A and 32.7C)**

**COMMENT #:** 3081  
**DATE:** 7/16/21 3:16 PM  
**SOURCE:** Website  
**NAME:** Chris Knapp

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**COMMENT:**

As an avid skier at Alta, I think the Gondola provides the best long term solution for traveling to the world's best ski resorts. Adding new asphalt roads introduces tons of extra costs and doesn't get around the issues of traffic jams going up and down the canyon. **(32.7C)** The gondola has low maintenance costs and provides visitors a beautiful ride up the canyon. Please don't cheap out on buses; give the people of SLC a viable, long term solution! **(32.2.9D)**

**COMMENT #:** 3082  
**DATE:** 7/16/21 3:22 PM  
**SOURCE:** Website  
**NAME:** JoAnn Palace

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**COMMENT:**

This is a very bad idea for the Little Cottonwood Canyon. It would permanently ruin the appearance on the canyon. Would rather be intermittently inconvenienced by snowfall than destroy the canyon. The road will have to be cleared regardless of anything, so it is a complete waste of money. **(32.29D)**

**COMMENT #:** 3083  
**DATE:** 7/16/21 3:42 PM  
**SOURCE:** Website  
**NAME:** Gregg MacDonald

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**COMMENT:**

How can you claim that the gondola will increase access to the canyon, while simultaneously claiming that it will limit the number of people accessing it? You can't have it both ways! **(32.2.4A and 32.20C)**. It's assumed that tolling will be part of any plan. Why? What about folks like myself that own property in the Canyon? Anytime we need to leave our home/condo, we will need to pay to drive out? Then again to go home? Really?

Or are we supposed to take the gondola everywhere? Can I bring a shopping cart full of groceries on the gondola? How about two weeks' worth of luggage and skis? **(32.2.4A)**

The towers will look ugly, and the traffic "problem" you describe is intermittent at worst. Widening the road is a much better solution to this relatively small issue. **(32.17A)**

You folks like to imagine that skiers will be able to access Snowbird and Alta when avalanches have closed the road. But you seem to forget that when those roads are closed, Snowbird and Alta are usually locked down by Interlodge rules!! So if you were foolish enough to send skiers up the canyon via the gondola, they would not be able to ski, or even leave the terminal building. **(32.2.6.5H)** and **32.2.6.5K)**

The gondola idea has simply not been well thought out. Waste the taxpayers money, punish everyone that owns property up canyon, and ONLY serve the interest of day skiers and commuting ski resort employees. **(32.2.7A and 32.7C)**

For goodness sake, stop the madness before you ruin the canyon and access to it. **(32.2.9E)**

- Gregg MacDonald



**COMMENT #:** 3084  
**DATE:** 7/16/21 3:51 PM  
**SOURCE:** Website  
**NAME:** KyrAm Adsit

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**COMMENT:**

DONT DESTROY BOULDERS FOR THE GONDOLA!!! Wtf kinda place would we live in to throw away a natural recreational asset like the boulders in LCC? **(32.4A and 32.4B)**

**COMMENT #:** 3085  
**DATE:** 7/16/21 4:24 PM  
**SOURCE:** Website  
**NAME:** Caryn Hargrave

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**COMMENT:**

Traffic and parking for everybody to try to get to the gondola will create a bottleneck at that location, just like there is now trying to get up the canyon. My choice would be to improve the bus system (**32.2.6.3E and 32.2.9A**)

**COMMENT #:** 3086  
**DATE:** 7/16/21 5:28 PM  
**SOURCE:** Website  
**NAME:** Joe Swindler

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**COMMENT:**

I like the gondola idea, as long as there's room to park at the base station. **(32.2.9D and 32.2.6.2.1C)**